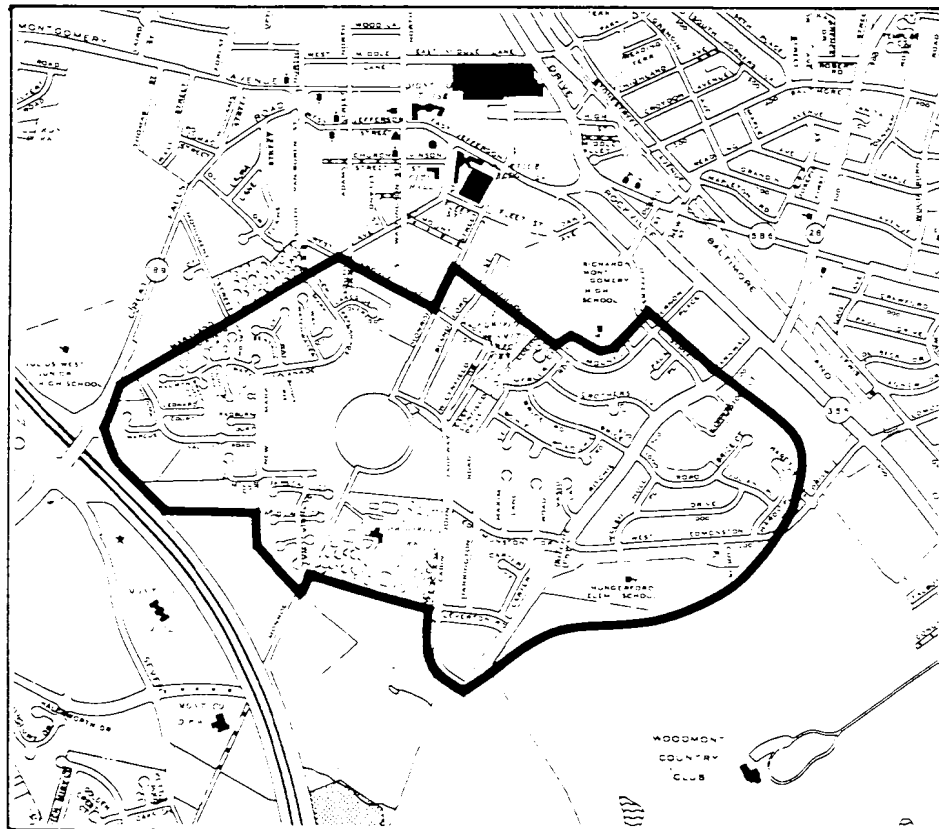




APPROVED
AND ADOPTED

PLANNING AREA 3
NEIGHBORHOOD PLAN



City of Rockville, Maryland

March 1985

TITLE: Approved Planning Area 3 Neighborhood Plan

ADOPTING
AUTHORITY: Mayor and Council of Rockville, Maryland

AUTHOR: City of Rockville, Planning Commission

SUBJECT: A Comprehensive Plan for the Physical, Economic,
and Social Development of Planning Area 3 in
Rockville, Maryland

DATE
ADOPTED: April 8, 1985

PLANNING
AGENCY: City of Rockville, Maryland, Department of Planning

SOURCE OF
COPIES: Department of Planning
111 Maryland Avenue
Rockville, Maryland 20850

NUMBER OF
PAGES: 69

ABSTRACT:

The Planning Area 3 Neighborhood Plan presents recommendations for the preservation of three neighborhoods (Hungerford-Stoneridge, New Mark Commons, and Monroe-Lynfield) which are located south of the City's Town Center and west of Rockville Pike. Both procedural concerns such as inter-neighborhood and city government relations, and substantive issues, such as bufferings, school closings, and traffic circulation, are examined in an effort to develop a comprehensive neighborhood preservation strategy for the area. The plan sets forth the local legislative body's policies and public actions which will guide future decisions and implementation strategies.

The plan is organized into five chapters. Chapter 1 summarizes the planning process and the findings and recommendations. Chapter 2 discusses land use and zoning issues and recommends the adoption of buffer standards and a Proposed Land Plan. Chapter 3 describes the transportation system in Area 3 and recommends the adoption of Master Plan of Highways, including construction of Ritchie Parkway. Chapter 4, Community Facilities, examines the parks and schools serving Area 3 and sets forth recommendations on positive uses for closed schools. Chapter 5 briefly reviewed housing issues in Area 3.

Ordinance No. 10-85

Ordinance: To adopt the "Planning Area 3 Neighborhood Plan" as an amendment to the adopted Master Plan for Rockville.

WHEREAS, the City of Rockville Planning Commission (hereinafter referred to as the Commission), under the provisions of Section 3.07 of Article 66B of the Annotated Code of Maryland may recommend adoption of a Plan for the whole or any part of the City, and may recommend adoption of any amendment or extension of or addition to the Plan; and

WHEREAS, pursuant to Section 3.08 of Article 66B of the Annotated Code of Maryland, the Mayor and Council of Rockville did, by Ordinance No. 14-73, adopt, with amendments, the 1970 Master Plan for Rockville as the Plan for the City of Rockville; and

WHEREAS, the Mayor and Council did instruct the Commission in the Master Plan to proceed to formulate and detail individual plans for neighborhoods in the City, pursuant to requirements contained in Section 3.05 of Article 66B of the Annotated Code of Maryland, it being the intention of the Mayor and Council that such plan(s) become an amendment to the Plan for the City of Rockville; and

WHEREAS, the Commission did cause to have prepared, pursuant to the provisions of Article 66B of the Annotated Code of Maryland, a plan for Planning Area 3, entitled "Planning Area 3 Neighborhood Plan," and in preparation thereof did make careful and comprehensive surveys and studies of present conditions and future growth of Planning Area 3, with due regard to its relation to neighboring property and territory; and

WHEREAS, said "Planning Area 3 Neighborhood Plan" was prepared with the general purpose of guiding and accomplishing the coordinated, adjusted, and harmonious development of Planning Area 3 and the City which will, in accordance with the present and future needs of said area and of the City, best promote the health, safety, morals, order, convenience, prosperity, and general welfare, as well as efficiency and economy in the process of development; including, among other things, adequate provision for light and air, conservation of natural resources, the prevention of environmental pollution, the promotion of good civic design and arrangement, wise and efficient expenditure of public funds, and the adequate provision of public utilities and other public requirements; and

WHEREAS, the Commission did refer a copy of said "Planning Area 3 Neighborhood Plan" to all adjoining planning jurisdictions, and to all State and local jurisdictions that have responsibility for financing or constructing public improvements necessary to implement the "Planning Area 3 Neighborhood Plan," at least sixty (60) days prior to the hearing; and

WHEREAS, after preparation of said "Planning Area 3 Neighborhood Plan" the Commission gave notice that a public hearing would be held on said "Planning Area 3 Neighborhood Plan" as an amendment to the Plan for the City of Rockville, on Wednesday, December 12, 1984 at 8:00 PM, which notice was published in a newspaper of general circulation in the City of Rockville; and

WHEREAS, the Commission having considered the testimony presented at said public hearing did, by Resolution 1-85, approve and recommend the adoption of the "Planning Area 3 Neighborhood Plan" for the City of Rockville; and

WHEREAS, under the provisions of Section 3.08 of Article 66B of the Annotated Code of Maryland, the Mayor and Council shall adopt amendments to the Plan of the City of Rockville; and

WHEREAS, the "Planning Area 3 Neighborhood Plan," as adopted below, makes specific recommendations intended to improve the appearance and function of Planning Area 3 and shall serve as a guide to public and private actions and decisions to insure the development of public and private properties in appropriate relationships:

NOW, THEREFORE, BE IT ORDAINED BY THE MAYOR AND COUNCIL OF ROCKVILLE, MARYLAND, as follows:

1. That the "Planning Area 3 Neighborhood Plan" be and the same is hereby adopted as an amendment to the Plan for the City of Rockville, said "Planning Area 3 Neighborhood Plan" consisting of the publication entitled "Planning Area 3 Neighborhood Plan," Rockville, Maryland, dated March 1985.

* * * * *

I hereby certify that the foregoing is a true and correct copy of an Ordinance adopted by the Mayor and Council of Rockville at its meeting April 8, 1985.


City Clerk



ROCKVILLE

City of Rockville □ Maryland Avenue at Vinson □ Rockville, Maryland 20850-2364 □ (301) 424-8000

January 17, 1985

Mayor Viola D. Hovsepian
City of Rockville
111 Maryland Avenue
Rockville, MD 20850

Dear Mayor Hovsepian:

RE: Approved Hungerford/Stoneridge/New Mark Commons Neighborhood
Plan

The Planning Commission herewith forwards for the consideration of the Mayor and Council of Rockville the Approved Neighborhood Plan for Planning Area 3.

Article 66B, Section 3.08 of the Annotated Code of Maryland, empowers the Mayor and Council as the local legislative body to adopt the plan by ordinance. The Planning Commission stands ready to assist the Mayor and Council in its review and deliberations on the materials attached hereto.

Sincerely,

Donald Boebel, Chairman
Rockville Planning Commission

DB:ebw

Attachments

Resolution No. 1-85

RESOLUTION: To approve and recommend the adoption of the Neighborhood Plan for Planning Area 3 as an amendment to the Adopted and Approved Plan for the City of Rockville.

WHEREAS, the City of Rockville Planning Commission (hereinafter referred to as the "Commission"), under the provisions of Section 3.07 of article 663 of the Annotated Code of Maryland may recommend adoption of any amendment for the whole or any part of the City, and may recommend adoption of any amendment or extension of or addition to the Plan; and,

WHEREAS, the Commission previously adopted a Master Plan for the City of Rockville, Maryland, on July 29, 1970; and,

WHEREAS, the Mayor and Council did instruct the Commission through the 1970 Master Plan to proceed to formulate detailed neighborhood plans for Rockville pursuant to requirements contained in Article 663, section 3.05 of the Annotated Code of Maryland, it being the intention of the Mayor and Council that the final neighborhood plan become amendments to the Plan for the City; and,

WHEREAS, the Commission did cause to have prepared pursuant to Section 3.05 of Article 663 of the Annotated Code of Maryland, a plan for the Markwood/Hungerford/Stoneridge/New Mark Commons neighborhoods of Rockville, Maryland, to be known as Planning Area 3; and,

WHEREAS, the Commission in preparation of said Neighborhood Plan for Planning Area 3, which corresponds to a major geographical section of the city as defined therein, did make careful and comprehensive surveys and studies of present conditions and future growth within the planning area, with due regard for its relation to neighboring property and territory; and,

WHEREAS, the Neighborhood Plan for Planning Area 3 was made with the general purpose of guiding and accomplishing the coordinated, adjusted and harmonious development of a section of Rockville and its environs which will, in accordance with present and future needs, best promote health, safety, morals, order, convenience, prosperity, and general welfare, as well as efficiency and economy in the process of development, including among other things, adequate provisions for traffic, and promotion of public safety, adequate provision for light and air, conservation of natural resources, the prevention of environmental pollution, the promotion of good civic design and arrangement, wise and efficient expenditure of public funds, and the adequate provisions of public utilities and other public requirements; and,

WHEREAS, after the preparation of said Neighborhood Plan as a proposed amendment to the Plan for the City, the Commission gave notice of the time and place of public hearings to be held on said Neighborhood Plan as an amendment to the Plan for the City by giving notice in a newspaper of general circulation in the City; and

WHEREAS, the Commission did refer copies of said Neighborhood Plan to all adjoining planning jurisdictions, and to all State and local jurisdictions that have responsibility for financing or constructing public improvements necessary to implement the "Neighborhood Plan," at least sixty (60) days prior to the public hearing; and,

WHEREAS, the Commission held a public hearing on said Neighborhood Plan in the Council Chambers at Rockville City Hall in Rockville, Maryland, on December 12, 1984; and,

WHEREAS, the Planning Commission did take into consideration testimony presented at said public hearing and now desires to present its recommendations as an amendment to the Plan for the City of Rockville, Maryland; and,

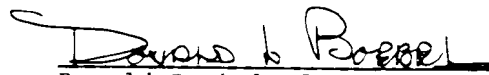
WHEREAS, this Neighborhood Plan is intended to focus public attention on fundamental aspects of City planning and to present a series of specific action recommendations intended to improve the appearance, design, function, and stability of Rockville's neighborhoods; and,

WHEREAS, the neighborhood planning and development policies recommended in the Neighborhood Plan have been closely coordinated with and represent an extension of development, land use, zoning, transportation, housing, and public facility policy contained in the Plan for the City of Rockville, Maryland.

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of Rockville, Maryland, as follows:

1. That the Neighborhood Plan for Planning Area 3 be hereby approved and recommended for adoption by the Mayor and Council of Rockville, Maryland, pursuant to Article 66B, Section 3.08 of the Annotated Code of Maryland as an amendment to the Plan for the City of Rockville, Maryland, dated January , 1985.

We certify that the above is a true and correct copy of a Resolution adopted by the Planning Commission of the City of Rockville, Maryland, at its meeting of January 16, 1985.



Donald Boebel, Chairman
Rockville Planning Commission



James L. Davis, Director of Planning

CITY OF ROCKVILLE PLANNING COMMISSION

DONALD BOEBEL
CHAIRMAN

LEAH K. BARNETT
COMMISSIONER

CARLOS CABAN
COMMISSIONER



GRANVILLE PAULES
COMMISSIONER

JAMES VITOL*
COMMISSIONER

* Mr. Vitol replaced Commissioner Hartogensis on December 3, 1984.

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INTRODUCTION

Planning Area 3 is one of 18 neighborhood planning areas established by the City for the purpose of conducting detailed surveys and studies. This Plan is the product of a 12 month effort to identify, catalog, and respond to a number of planning issues and problems confronting a particular geographic area of the City. This is also part of a larger effort initiated by the Planning Commission in 1980 to systematically examine select areas of the City in the context of the approved and adopted Master Plan for Rockville, Maryland.

Neighborhoods are living units that provide the biological, social, economic, and spiritual ingredients that bind a community to a common political ideology, purpose, and objective. Representative characteristics of this living unit are a community of purpose; similar land uses; homogeneous housing and employment patterns; quality public service, transportation, and commerce.

The strength of a neighborhood plan rests in its ability to maintain a working relationship with the general plan for the physical development of the City. It must be independent, yet tied to and emulate adopted community goals and objectives. Even though more detailed neighborhood plans deal with the precise location of public facilities, land use, and the delivery of public services, they must also conform to and promote the goals and objectives of the Master Plan for the City.

THE MASTER PLAN EMPHASIZES CONTINUED IMPROVEMENT IN THE QUALITY OF LIFE IN ORDER TO MAKE ROCKVILLE THE BEST POSSIBLE RESIDENTIAL COMMUNITY - A COMMUNITY WITH A STRONG ECONOMIC BASE, A VARIETY OF PLACES TO WORK AND SHOP, A WIDE RANGE OF HOUSING TYPES AND PRICES, CULTURAL FACILITIES, AND OUTSTANDING PUBLIC SERVICES.

A master plan is a guide to the physical and economic development of the City. In and of itself, it neither grants nor compels rezoning. Government is not required by law to rigidly follow the recommendations of a master plan. However, the Plan does provide a consensus "blueprint" of what the community desires for itself. If it is successful, it will set the framework that can foster community pride, involvement, trust, and participation in the decision-making process.

A neighborhood is more than a geographic location within the city. It is a mirror of the City that provides the political and social ingredients to bind the community to a common purpose. Over its lifetime, every living thing experiences change. A neighborhood is no different. There are changes in housing stock, in residents, their age, income, and racial or ethnic mix. At times a particular neighborhood can be a very popular place in which to live. At other times, it may be less attractive.

[illegible]

1-2

In September 1982, the planning process began for Planning Area 3. The Planning Commission appointed a Neighborhood Planning Advisory Group (NPAG) consisting of residents from the planning area. The NPAG served in an advisory capacity to the Planning Commission throughout the plan development process. It reviewed and interpreted data and information collected by City staff who served as resource to the advisory group.

The NPAG held two community workshops in October 1982 to solicit residents' views about their neighborhood and to identify issues that should be addressed by the plan. Subsequent task force meetings were held to study such areas as land use, transportation, housing, and schools. The task forces collected and reviewed data from surveys and field trips and consulted with City, County, and State officials.

In August 1983, the NPAG submitted a report to the Planning Commission 1/. It outlined a series of issues facing the neighborhoods. That report has served as the basis for this plan and its recommendations.

A key issue raised by the NPAG dealt with extending the P.A. boundary to include portions of Area 12. After lengthy discussion of this issue it was decided that the boundary should not change because of the following reasons:

- o When the Planning Commission established 18 planning areas for purposes of study in 1982, all planning area boundaries were carefully reviewed by the Planning Commission, debated, and public hearing held thereon. Conditions have not materially changed to warrant a change in boundary.
- o The orientation of existing land use in P.A. 3 does not support adjustment in the planning area boundary.
- o It is fully anticipated that the areas south of New Mark Commons and Markwood owned by Montgomery County and Tower-Dawson Associates

1/ NPAG. Report from the Area 3 Neighborhood Planning
Advisory Group, August 1983.

will be assembled into a single ownership involving all of the undeveloped land in Area 12. This common ownership is more conducive to a comprehensive development plan for Area 12 than to divide the area roughly in half and create two separate planning areas.

- o Even though outside the boundaries of the study area, this plan embraces the concept of a unified development program for P.A. 12.

SUMMARY OF FINDINGS AND RECOMMENDATIONS

A strength of the planning process is that it can be used to identify shortcomings in the processes of City government and suggest ways to better address the issues.

Based on the report of the MPAC and additional information and observations by staff, the following issues have been identified. There is a belief among members of the Planning Commission that these issues may be of significance to other planning areas and neighborhoods in the City. Their identification along with recommended responses are highlighted in this introduction as a way of setting the tone and theme of this plan.

IMPROVEMENT IS NEEDED IN INTER-NEIGHBORHOOD AND CITY GOVERNMENT RELATIONS.

This plan as well as future neighborhood plans recommends a number of steps to strengthen communications between City Hall and the neighborhoods. Among the actions recommended are the following:

- o Annual meetings of the neighborhood association with the planning commission.
- o Continued reliance on civic/homes associations as the primary conduit for the flow of information between the neighborhood and city government.
- o Scheduled neighborhood workshops with the professional City staff to discuss the planning and development review processes.
- o The civic association could establish voluntary neighborhood based citizen planning and zoning committees to monitor development and land use activities.

THERE IS A NEED TO FOCUS ATTENTION ON NEIGHBORHOOD COHESION AND SENSE OF IDENTITY IN ORDER TO STRENGTHEN THE NEIGHBORHOOD AS A CONSTRUCTIVE SOCIAL UNIT WITH A QUALITY LIVING ENVIRONMENT

The following seven attributes have been identified as indicators of a viable and quality living unit:

- o TRANQUILITY OF NEIGHBORHOODS
- o GREEN SPACES AND RECREATIONAL AREAS
- o CONVENIENT SHOPPING LOCATIONS
- o NEARNESS OF NEIGHBORHOOD TO EMPLOYMENT
- o ADEQUATE TRANSPORTATION
- o GOOD LEVEL OF GOVERNMENT SERVICES
- o SCHOOLS

This plan proposes that a statement of purpose and quality of life objectives be adopted as a guide to the public and private sectors in mitigating any action that may be disruptive of or change the character of the environment.

INTERNAL NEIGHBORHOOD STABILITY MUST BE PRESERVED

This plan proposes a series of related policies intended to strengthen neighborhood stability and prevent intrusion of undesirable activities that could be detrimental to maintaining neighborhood character.

Specific City responses to this theme should include:

- o An affirmative public statement that this plan on balance is a reflection of the character of the neighborhood as it exists and is planned to be. Public or private development decisions should not be inconsistent with this plan or change the character of the neighborhood.
- o No plan once adopted is set in concrete. As the neighborhood evolves over time, there may be opportunities to introduce new land use and development concepts or procedures.

"To this end a joint reexamination of the plan with the Planning Commission and designated representatives from the recognized neighborhood organizations located in Planning Area 3 is recommended. The review should be undertaken one year after the adoption of the plan and every three years thereafter or as needed when a major planning issue arises.

- o This plan recommends no zoning map changes in the planning area as a means to stabilize the zoning patterns, reinforce neighborhood character, and be consistent with the land use plan recommendations."
- o An examination of City development codes and ordinances with emphasis on identifying standards and specifications that may be inconsistent with the goal and objective of this plan.
- o More aggressive code enforcement programs intended to maintain the quality of the housing units in the neighborhood.

BUFFERING AND OTHER LAND USE SCREENING TECHNIQUES AROUND THE PERIMETER OF THE PLANNING AREA ARE NEEDED TO PROTECT NEIGHBORHOODS FROM THE NEGATIVE EFFECTS OF DEVELOPMENT

This plan outlines a series of performance standards that could be incorporated in appropriate City ordinances to provide greater protection for residential development than is now provided.

NEIGHBORHOOD TRAFFIC PATTERNS NEED TO BE STABILIZED AND CARE TAKEN TO PROTECT POINTS OF ACCESS TO THE NEIGHBORHOOD FROM THE NEGATIVE EFFECTS OF NEW STREET CONSTRUCTION OR ALTERED TRAFFIC FLOW.

This plan recommends continuation of the cellular concept at the neighborhood level as an effective means of preserving the integrity and tranquility of the residential areas. Special recommendations are made concerning new highway construction next to neighborhoods to achieve additional protection and insulation from noise and visual impacts.

THERE IS THE NEED TO ASSURE FOR PRESENT AND FUTURE RESIDENTS AN ADEQUATE SUPPLY OF MODERATELY PRICED DWELLING UNITS IN A VARIETY OF STYLES AND LIVING ARRANGEMENTS

This plan examines the existing supply of housing in the planning area to determine if a balanced housing mix in a variety of arrangements and prices is available for present and future residents.

FACILITY PLANNING POLICIES OF THE MONTGOMERY COUNTY BOARD OF EDUCATION SHOULD BE SENSITIVE TO THE PURPOSE OF NEIGHBORHOODS AND SHOULD SEEK, WITHIN ESTABLISHED POLICY OF THE BOARD, TO STRENGTHEN NEIGHBORHOOD COHESION AND NOT BECOME A DISRUPTIVE INFLUENCE.

No neighborhood school should be closed unless absolutely necessary. No public land should be surplussed or sold for private use unless it is certain the property will be of no future public value. This plan recommends that the closed Hungerford Elementary School be retained in the public domain in the event changing demographics should dictate the need to reopen the school for public educational uses.

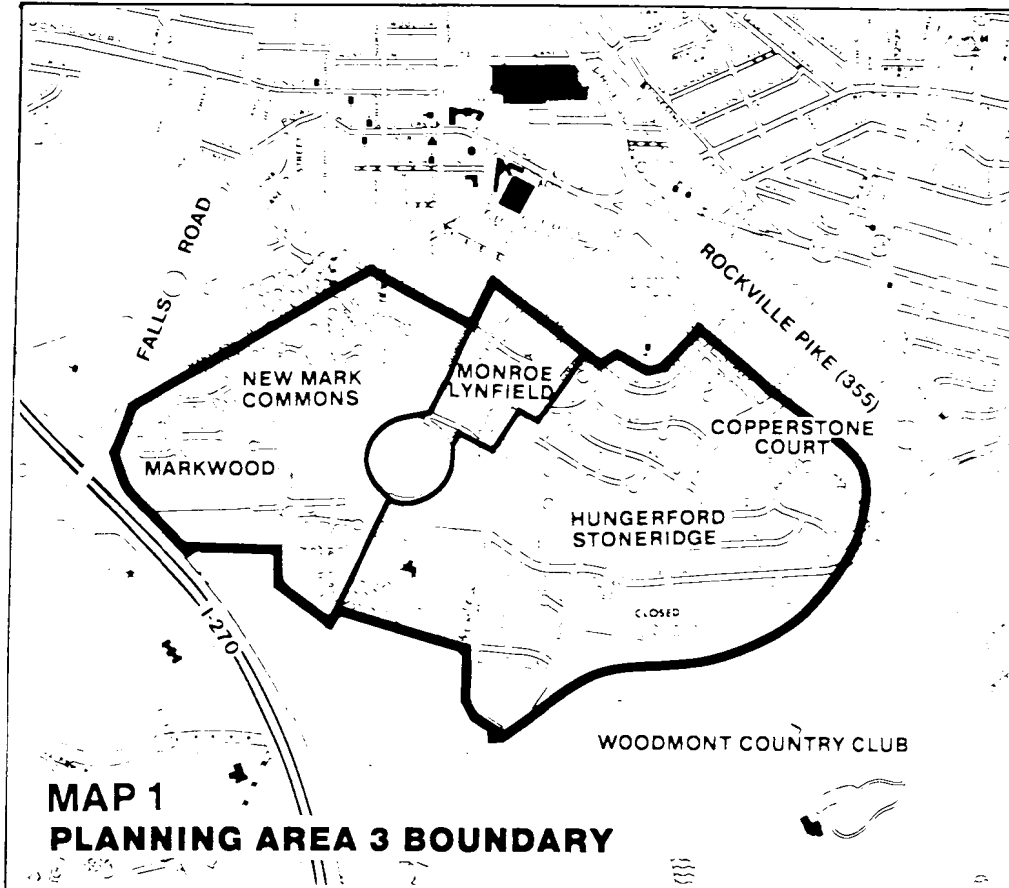
In the event the permanent closure and abandonment of this school site is determined to be in the long-term public interest, this plan provides guidelines relative to acceptable alternative uses for the property.

THE NEIGHBORHOOD PLANNING AREA

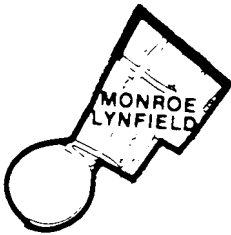
Planning Area 3, as established by ordinance (14-82), is one of seven neighborhood planning areas that surround the predominantly commercial central business district (CBD) of the City. Thirty-one percent of the planning area is made up of single-family detached residential structures. The balance of the land uses in the planning area is made up of multi-family dwelling units (garden apartments and townhouses) public and private park, recreation, open spaces, and public rights of way.

Planning Area 3 is a tranquil residential neighborhood whose population represents approximately 10 percent (4,403) of the City's total population. The diversity of housing, conveniences to shopping and employment, recreational areas and passive open space are among its greatest attributes.

Planning Area 3 is composed of three distinct sub-areas as Map 1 illustrates. Development history, existing zoning and land use patterns, and "suburbia" design distinguish these areas and also contribute to the character of Area 3. The sub-areas are described briefly below.

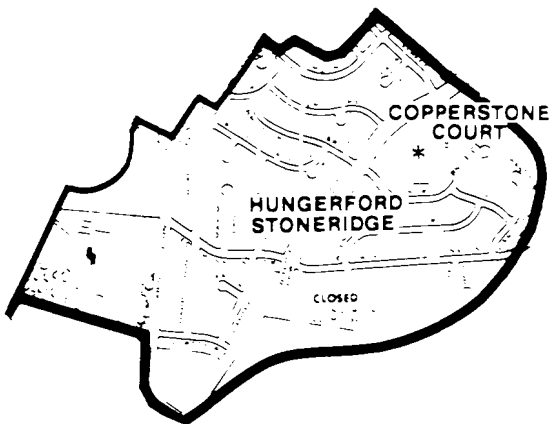


Sub-Area 1



The Monroe-Lynfield neighborhood and the Hungerford, Park Terrace, Argyle and Fireside Park (formerly Summit Apartments) section sub-area include the oldest housing in the Planning Area. The sub-area, which is zoned R-5, Multi-Family Residential, and R-20, Multi-Family Residential, includes a mixture of single-family detached housing, duplexes and apartment units. The Hungerford and Argyle apartments were built in stages between 1947 and 1953; the Park Terrace apartment in 1950 and the Fireside Park Apartments, advertised as Rockville's address of distinction in 1960. The houses on Monroe and Blanton Streets and West Lynfield Drive were built in the early 1950's.

Sub-Area 2



The second sub-area includes the historic Dawson farmhouses, the Hungerford/Stoneridge neighborhood, and the townhouses at Copperstone Court. The Dawson farmhouses are located on the site of the original farm operated by the Dawson family. Laurence Dawson built the first farmhouse in 1852. Henry (Pal) Dawson, the fourth son of Laurence and Mary Elizabeth Dawson built the second house in 1912. Henry enlarged the farm by purchasing the Jones farm to the southwest and part of the Carter farm to the west. He increased the acreage to 600 acres so that the boundaries extended almost as far west as R-270. Henry built large barns, sheds and stables and experimented with Western cattle and horses. There are many family stories of the cattle breaking out and a particularly frightening time when there was a stampede down Main Street Rockville when the cattle were being unloaded at the Rockville Railroad Station. Henry Dawson probably displayed his livestock at the Rockville Fair, first held in 1844 by the Montgomery County Agricultural Society, on the site where Richard Montgomery High School stands today. The fair took place every year at the end of August. The grounds were also used for other events -- political rallies, races, tournaments, athletic meets, and baseball. Through the years, the open space at Rocky Glen (as the Dawson farm was named) was also used for many public purposes. For example, Army troops camped in the fields and Fort Lyon troops bivouacked overnight during maneuvers before World War II.*

*APW, Rockville, Owner-History, Part 1.

Most of the area in sub-area 2 was annexed by the City on June 1, 1949, as part of the "second annexation." Approximately 2,210 acres were annexed, increasing the City's size from 542 acres to 2,752 acres. Other neighborhoods included in the annexation were Twinbrook, Ironwood Manor, Lincoln Park, and land to the north and west of the City. Most of this sub-area was developed in sections from 1954 through 1964. The newest housing in this sub-area was developed between 1978 and 1981. The housing in this sub-area is single-family detached housing compatible with R-60, Residential Detached Zoning. Development during the fifties was part of the post-war veteran housing wave spurred in part by the Veterans Emergency Housing Act of 1946. From 1950 to 1964, 7,564 new housing structures were built in the City.

Sub-Area 3



The third sub-area in Planning Area 6 includes the Markwood subdivision and the New Mark Commons Planned Residential Unit Development. This sub-area, which was developed between 1965 and 1972, has both single-family detached houses and townhouses. The Planned Residential Unit Development Procedure incorporates flexibility into the more standard subdivision development process popular in the fifties and early sixties. Specifically, the PRU process permits a waiver or modification of certain physical development standards (such as the subdivision regulations which controlled the development of most of the housing in sub-area 1), in order to maximize the utilization of land primarily for the benefit, use, ownership, and enjoyment of existing and future residents of the City. Examples of this flexibility in New Mark Commons are the extensive use of cul de sacs, the mix of single-family attached and single-family detached housing, the pedestrian path system, and the community recreational facilities. Sub-area 3 is zoned R-90, Single-family Detached Residential.

LAND USE AND ZONING

INTRODUCTION

Land use and zoning are the primary means by which government exercises influence over the present and future use of the land in Rockville. Public land use policy is most often reflected in the local community or area master plan.

The Master Plan

In Rockville, the Proposed Land Use Map, which is part of the City's Master Plan, defines, by general land use category, the proposed use of the land in the City (e.g., residential, commercial, industrial, public building, recreation and open space, streets, etc.).

The Zoning Ordinance

The Zoning and Planning Ordinance of Rockville is the primary tool the City uses to implement the Master Plan and other City land use policies, such as the "Adopted Goals for the City of Rockville" (1978).

Zoning is a protective device of government. It assigns housing, commercial, and other activities to specific geographic areas. In effect it can make development decisions in advance of an actual development proposal that can be compared with local community objectives and standards. In a particular district, for example, zoning regulations specify permitted uses, maximum building heights, and required dimensions of front, side, and rear yards. Taken together, such limitations define what is frequently called the "zoning envelope," an invisible box a building could completely fill but out of which it could not protrude in any direction.

In Rockville's residential neighborhoods, a planned unit development approach has been used since the mid-1960s to good effect. The New Mark Commons neighborhood in Planning Area 3 is an example of the successful use of the "planned residential unit" (PRU), special development procedures that permit the integration of single-family detached residential units with residential townhouse units and private recreation and open space facilities.

Every effort is made in Rockville to coordinate the requirements of the zoning ordinance with the land use recommendations of the Master Plan.

Official Zoning Map

The official Zoning Map is administered by the City under a separate set of legislative procedures. Its purpose is to define and limit the type and extent of development that can occur on a given parcel of land. The Zoning Map identifies the zoning classification assigned by the City to a particular property. The use of property, the scale of development that can occur on a given property, and the ultimate placement of structures on the property are in turn defined by the Zoning and Planning Ordinance.

When an approved and adopted master plan is inconsistent with the official zoning map of the City, an effort is made as part of the planning process to "comprehensively" rezone an area to bring the existing zoning pattern into conformance with the recommended land use plan. This was done in 1975 citywide and again in 1979 with the adoption of the Town Center Urban Design Plan.

PLANNING AREA 3

This chapter examines the existing land use and zoning patterns found in P.A. 3 and recommends only minor adjustments to the land use map contained in the revised 1970 Master Plan for Rockville.

The land use recommendations in this plan will not, however, require a comprehensive reexamination of the official City Zoning Map for P.A. 3. The existing base zoning for the planning area will support and promote the achievement of the land use objectives and policies recommended in this plan. Therefore, no comprehensive or piecemeal rezonings are recommended.

The Zoning and Planning Ordinance should be modified, however, to incorporate new land use buffering standards and criteria between dissimilar land uses (commercial and residential for example). The objective is to provide to existing development a greater degree of protection and insulation from new development activity that will occur both around the perimeter of the planning area and on infill parcels.

EXISTING LAND USE

The planning area consists of 426 acres of developed and undeveloped land. This represents approximately 6% of the land area of the City (1979).

Approximately 328 acres (75%) of the planning area is developed. Another 85 acres (20%) is in public or private rights-of-way. The balance of the area, 21 acres (5%), remains to be developed.

Westmont Area

Immediately to the south and west of P.A. 3 are 201 acres of land (Westmont) whose development will have an impact on the neighborhoods of Markwood, New Mark Commons, and Hungerford. This area is within P.A. 12. It is undergoing land assemblage into a single ownership and, in the near future, will be developed as one entity employing a comprehensive planned unit development approach.

Even though not a part of this planning area, the Westmont area nevertheless will have an impact on neighborhoods in P.A. 3. This plan will recommend optional land use patterns including the introduction of extensive buffering techniques and development performance standards to assure the compatibility of any future development with the planning and preservation objectives reflected herein.












TABLE 1

PLANNING AREA 3
SUMMARY OF EXISTING LAND USE
(January 1984)

<u>Land Use Category</u>	<u>Acreage</u>	<u>No. of Units (gsf)</u>	<u>Percent of Total Area</u>
Residential:	239	1653	56%
Single-family Detached	(188.35)	(873)	(45)
Single-family Attached	(35.15)	(188)	(8)
Multi-family	(15.05)	(492)	(3)
Public Building & Structures	11		3%
Institutional	9		2%
Public Park & Open Space	38		8%
Private Park & Open Space	25		6%
Vacant	19		4%
Public/Private Rights-of-Way	<u>85</u>	<u> </u>	<u>20%</u>
TOTALS	426	1653	100%

Source: City of Rockville, Maryland, Department of Planning, Jan., 1984

LEGEND

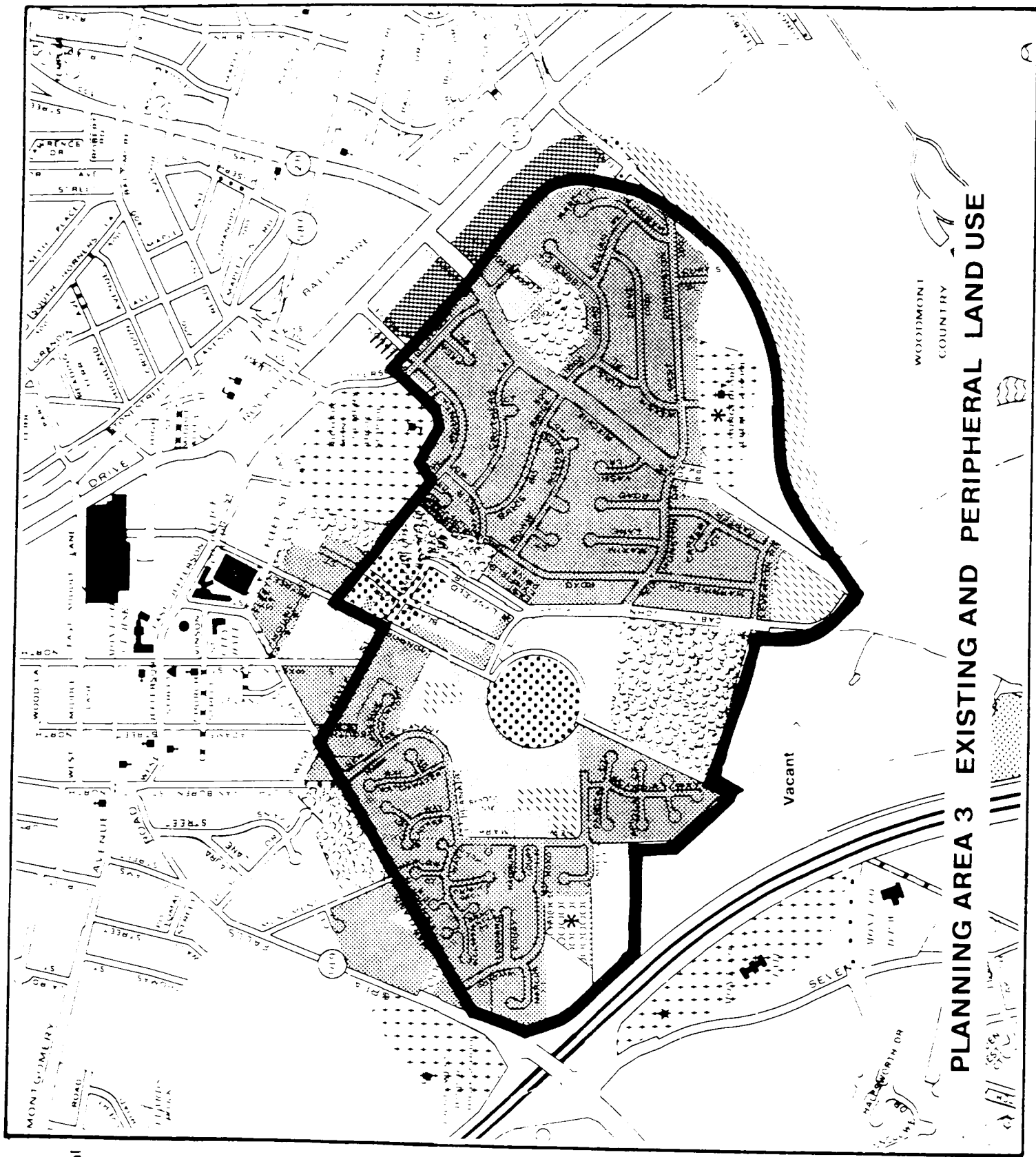
-  General Commercial
-  Office
-  Single Family Detached
-  Single Family Attached
-  Multi-Family
-  Public Recreation
-  Private Recreation
-  Public Facilities
-  Institutional
-  Vacant
-  * Special Exception



MAP 2

PLANNING AREA 3 EXISTING AND PERIPHERAL LAND USE

WOODMONT
COUNTRY



The existing land use pattern in P.A. 3 is residential with supporting public and private parks and open space. Approximately 5% of the land is in active public or private recreation use.

Dogwood Park is a City owned and operated facility. It provides the only lighted athletic fields in Rockville. Access to this park is via Monroe Street which is a primary residential street that bisects the planning area.

Vacant or undeveloped properties, including neighboring P.A. 12, offer the greatest challenge and opportunity for the planning area. The existing land use pattern in Area 3 is well established. The predominant character of the area is mixed single-family and attached residential development. The closest neighborhood serving commercial and employment areas are along Rockville Pike and within the Town Center (CBD) of Rockville. Maps 2 and 3 illustrate existing land uses and zoning within and around Area 3.

Thirteen vacant parcels of land have been identified as potential development sites both within and immediately adjacent to the Planning Area (Map 4). This plan presents a series of development options for each parcel. Each recommendation is considered compatible with the land use planning and policy objectives expressed for this planning area, provided the buffering and amenity packages recommended elsewhere in this plan are implemented.

EXISTING ZONING

The following table summarizes the existing zoning pattern and character of the planning area.












TABLE 2

PLANNING AREA 3 EXISTING ZONING AND DEVELOPMENT STATUS (in Acres)

<u>Zone</u>	<u>Developed</u>	<u>Undeveloped</u>
RS Residential Suburban Detached	25	0
R90 One-family Detached Residential	122	19
R60 One-family Detached Residential	160	0
R3 Multiple Family, Residential	0	0
R20 Multiple Family, Residential	6	0
TOTALS	322	19

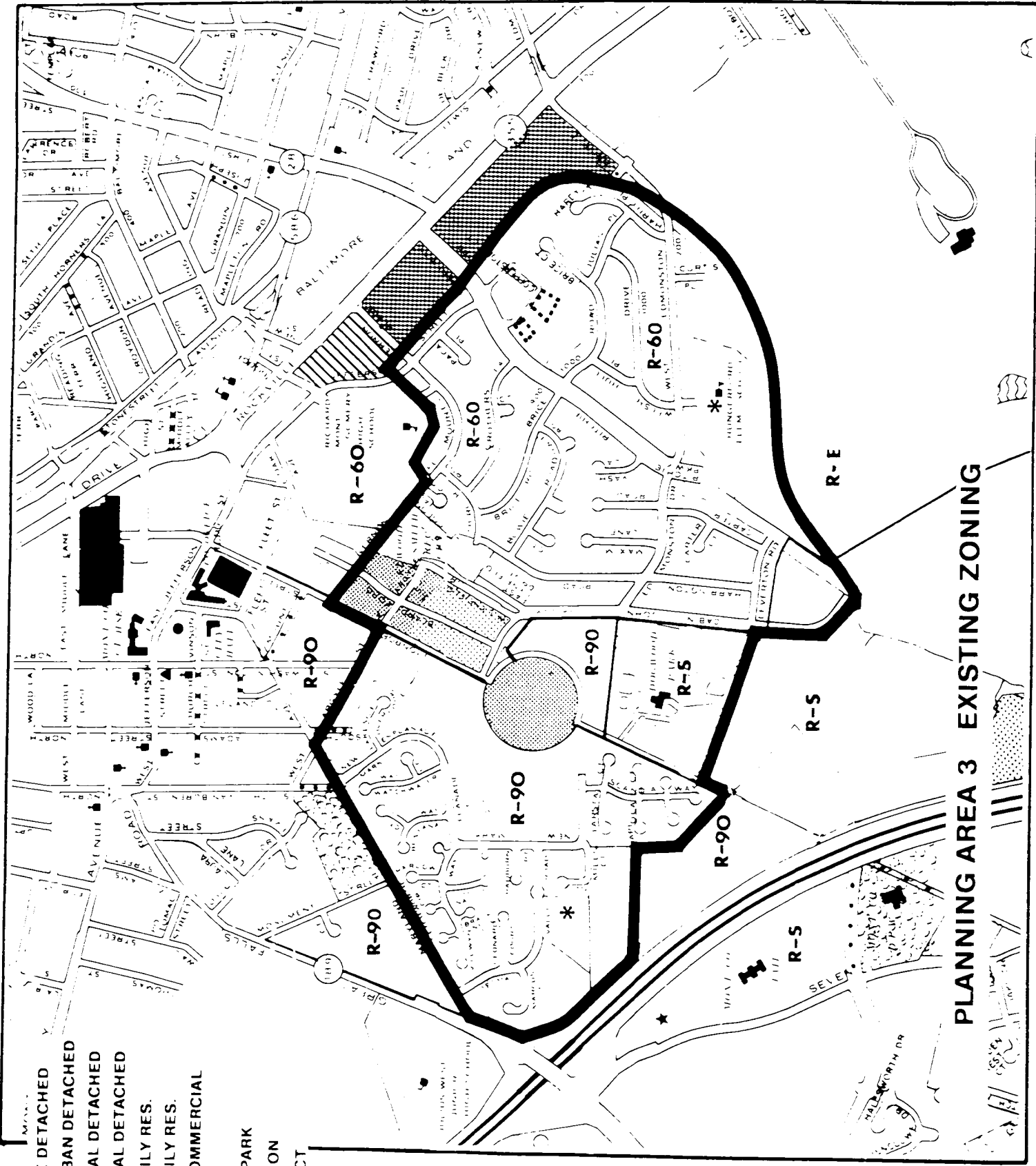
NOTE: 25 acres in public rights-of-way not shown on table.

LEGEND

-  R-E RES ESTATE DETACHED
-  R-S RES SUBURBAN DETACHED
-  R-90 RESIDENTIAL DETACHED
-  R-60 RESIDENTIAL DETACHED
-  R-30 MULTI-FAMILY RES.
-  R-20 MULTI-FAMILY RES.
-  C-2 GENERAL COMMERCIAL
-  G-1 OFFICE
-  I-3 INDUSTRIAL PARK
-  * SPECIAL EXCEPTION
-  --- HISTORIC DISTRICT



NORTH



MAP 3

PLANNING AREA 3 EXISTING ZONING

The character of the neighborhood as reflected in the existing zoning pattern is well established. THIS PLAN RECOMMENDS NO ZONING ADJUSTMENT THAT COULD UNDERMINE THE EXISTING ZONING PATTERN.

ISSUES AND RECOMMENDATIONS

During the period the neighborhood planning advisory group (NPAG) examined various planning options and directions for the planning area, a number of issues surfaced that helped to place this effort into a planning context. In August 1983, the NPAG submitted a report* that outlined problems ranging from poor communications to concern for the future of the now closed Hungerford Park Elementary School.

This chapter summarizes the relevant issues and provides recommended policies and administrative strategies or actions designed to stabilize and protect the neighborhoods of P.A. 3 from the unwarranted encroachment or incompatible land uses.

Issue: THERE IS A NEED TO IMPROVE INTERNEIGHBORHOOD AND CITY GOVERNMENT RELATIONS.

Policy: ENCOURAGE CLOSER COMMUNICATION TIES WITH NEIGHBORHOOD CIVIC ASSOCIATIONS ON A MORE FREQUENT BASIS.

Neighborhood organizations are among the City's strongest assets. Lack of effective communication between City government and local associations can undermine both the sense of civic spirit and desire for involvement. This can lead to a sense of resignation or worse apathy.

Action: THIS PLAN RECOMMENDS:

- o "There should be a joint reexamination of this plan with the Planning Commission and designated representatives from the recognized neighborhood organizations located in P.A. 3. The review should be undertaken one year after adoption of the plan and every three years thereafter or as needed when a major planning issue arises." The work session should review progress made to implement the plan's recommen-

*NPAG. "Report from the Area 3 Neighborhood Planning Advisory Group."
Prepared for the Planning Commission of the City of Rockville.
August, 1983.

dations as well as any new planning issue that may confront the planning area. The results of the work session should be reported to the Mayor and Council as part of the Planning Commission's Annual Report.

- o The neighborhood associations of P.A. 3 may want to individually or collectively establish citizen planning and zoning committees to monitor development and land use activities, confer with appropriate City staff and formulate positions on each planning issue affecting their area of interest.
- o City staff should conduct periodic workshops with neighborhood associations to go over the steps of the development review process and acquaint the citizens with the legal requirements for submission of evidence, public hearings, and administrative procedures.

Issue:

THERE IS A NEED TO FOCUS PUBLIC ATTENTION ON NEIGHBORHOOD COHESION AND SENSE OF IDENTITY SO AS TO STRENGTHEN THE NEIGHBORHOOD AS A CONSTRUCTIVE SOCIAL UNIT WITH A QUALITY LIVING ENVIRONMENT.

The following seven attributes have been identified as indicators of a viable and quality neighborhood.

1. Tranquillity of neighborhood.
2. Green spaces and recreational areas.
3. Convenient shopping locations.
4. Nearness of neighborhood to employment.
5. Adequate transportation.
6. Good level of government services.
7. Schools

Policy:

ENCOURAGE IN THE REVIEW OF ALL PUBLIC/PRIVATE DEVELOPMENT PROJECTS EXCELLENCE IN DESIGN AND IMPROVEMENT IN THE OVERALL QUALITY OF LIFE.

This policy is intended to respond to the often stated need to protect residential neighborhoods from the unwarranted encroachment of poorly designed and incompatible land uses.

Action:

THIS PLAN PROPOSES that in the review of all development applications affecting the planning area, the reviewing authority shall consider the impacts a development may have on the character of the neighborhood including public services

required to support the project, population density, the number of similar uses, and impacts on property and improvements in the neighborhood.

Issue: INTERNAL NEIGHBORHOOD STABILITY MUST BE PRESERVED.

Policy: THIS PLAN ON BALANCE IS A STATEMENT OF THE DESIRED CHARACTER OF THE NEIGHBORHOOD AS IT EXISTS AND AS IT IS PLANNED TO BE. PUBLIC AND PRIVATE ACTIONS SHOULD BE CONSISTENT WITH THIS PLAN AND SEEK TO RETAIN THE ESTABLISHED CHARACTER OF THE NEIGHBORHOOD.

Action: THIS PLAN RECOMMENDS no change or adjustment in the existing zoning pattern found within the planning area.

Specific land use recommendations for each vacant parcel of land are presented later. Suffice it to say that the land use pattern for the area is long established and stable. Therefore, the residential zoning pattern of Area 3 should be maintained by denying all requests for the introduction of nonresidential zoning within the planning area.

To assure the internal stability and character of the neighborhood, an examination of City codes and ordinances should be undertaken to identify any existing or needed standards that may be inconsistent with this objective. This coupled with more aggressive code enforcement and maintenance improvement programs can go a long way towards maintaining neighborhood character and stability.

PROPOSED BUFFER GUIDELINES

Issue: BUFFERING AND OTHER LAND USE SCREENING TECHNIQUES AROUND THE PERIMETER OF THE PLANNING AREA ARE NEEDED TO PROTECT NEIGHBORHOODS FROM THE NEGATIVE EFFECTS OF DEVELOPMENT.

Policy: INCORPORATE ADDITIONAL BUFFERING STANDARDS IN THE CITY ZONING ORDINANCE TO PROVIDE GREATER PROTECTION FOR RESIDENTIAL DEVELOPMENT THAN IS NOW PROVIDED.

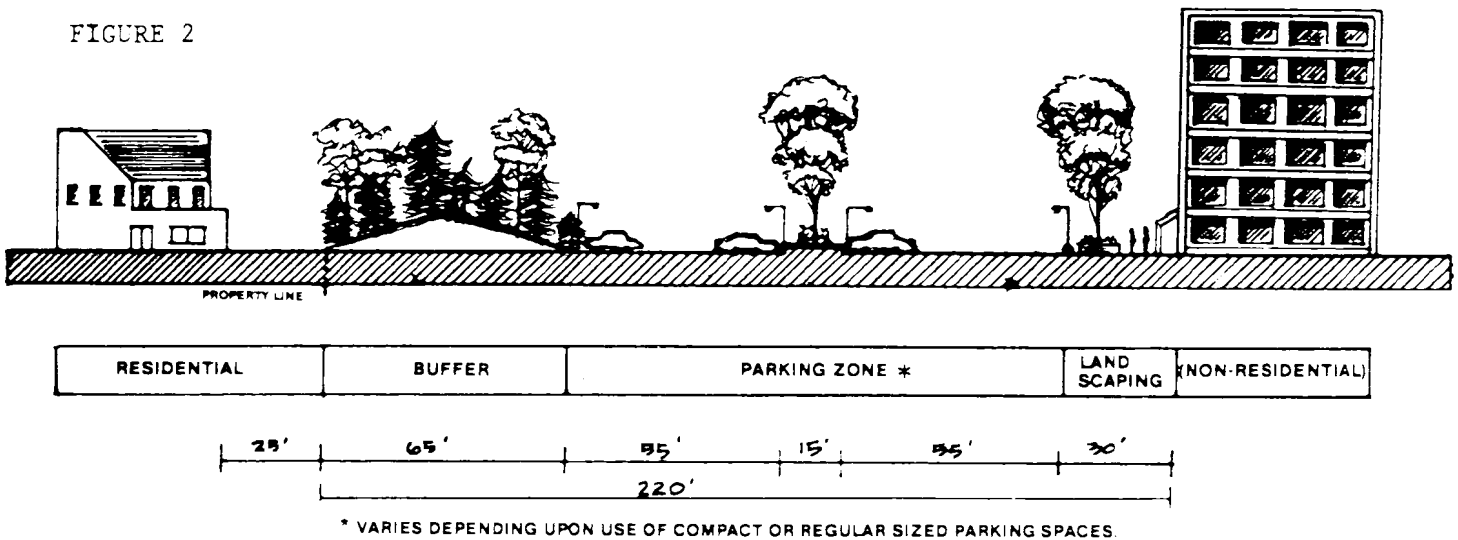
Action: THIS PLAN RECOMMENDS amendment to the Zoning and Planning Ordinance to provide additional transition from one environmental area to another through the use of extensive setbacks and buffers between residential and nonresidential areas.

Buffers for residential and nonresidential uses are recommended in addition to those established through the Town Center Urban Design Plan (1979) as follows.

RESIDENTIAL BUFFERS

GUIDELINES FOR BUFFERS BETWEEN RESIDENTIAL ZONES AND OFFICE PARK DEVELOPMENTS.
(Figure 2)

FIGURE 2



Setback Distances

Building(s): All commercial/industrial building(s) are to be setback from abutting residential property lines a minimum distance of 220 feet at the closest point.

Parking Lot(s): No parking lot shall be permitted closer than 65 feet at the closest point from the property line where residential land abuts. Continuous green edge with landscaping shall be maintained around the perimeter of the property.

Visual Green Edge

There shall be a continuous planting of evergreens and deciduous trees and low growing shrubs accented by berms and other land forms to affect the following screening requirements:

Opacity: 100% at 0' to 10' above adjacent residential grade at property line

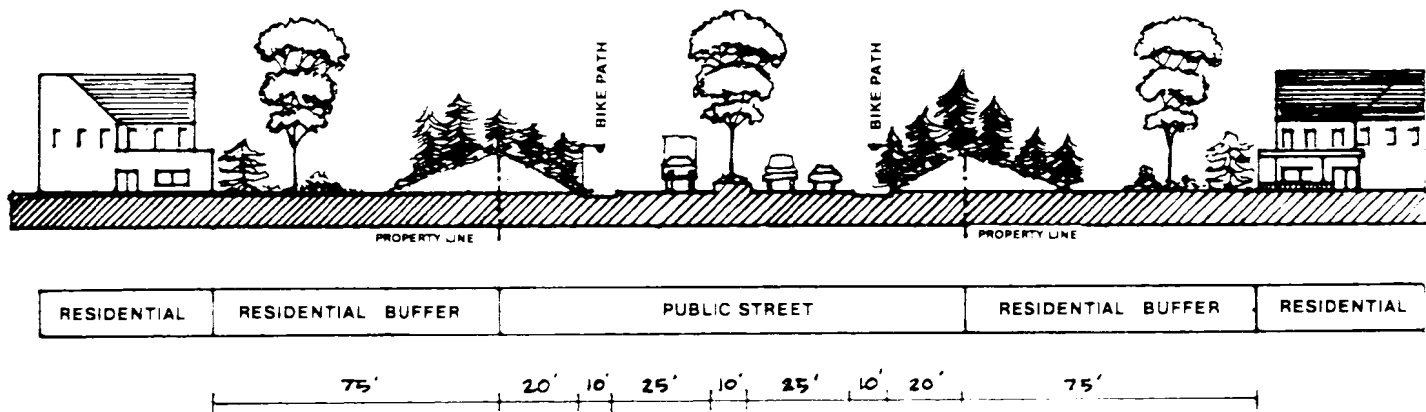
85% at 10' to 20' above adjacent residential grade at property line

Other

The physical structure that houses the commercial/-industrial activities also shall serve as a buffer between specific services and activities conducted on the premises and adjacent residential properties. All trash storage and pickup, deliveries, loading docks, service entrances, utility lines, cables, transformers, or equipment lockers shall be totally screened by the building(s) from adjacent residential properties and the public right of way.

GUIDELINES FOR BUFFERS BETWEEN MAJOR STREETS OR HIGHWAYS AND RESIDENTIAL PROPERTY. (Figure 3).

FIGURE 3



Setback Distances

- o Where at all practical, reverse frontage requirements should be imposed. The recommended depth of rear lot for new construction should be 75 feet. (Existing subdivision requirements call for 50 foot minimum rear yard. This should be extended to 75 feet minimum.)

Right of Way

- o Where there is existing residential development and a new major street or highway is planned, the standard right-of-way should be 120 feet.

Noise

- o Staff to develop recommendation concerning noise standards for buffers between major streets, highways and residential property.

GUIDELINES FOR BUFFERS BETWEEN RESIDENTIAL PROPERTY AND THE FEDERAL INTER-STATE HIGHWAY SYSTEM (I-270).

Setback Distances

- o Residential Land Abutting.....250 feet
- o Nonresidential Land Abutting.....100 feet

Visual

An earthen berm and/or noise barrier wall should be designed to meet Federal noise standards and should be provided between habitable buildings and the Federal Interstate Highway System (I-270).

Noise

Federal noise standards shall apply.

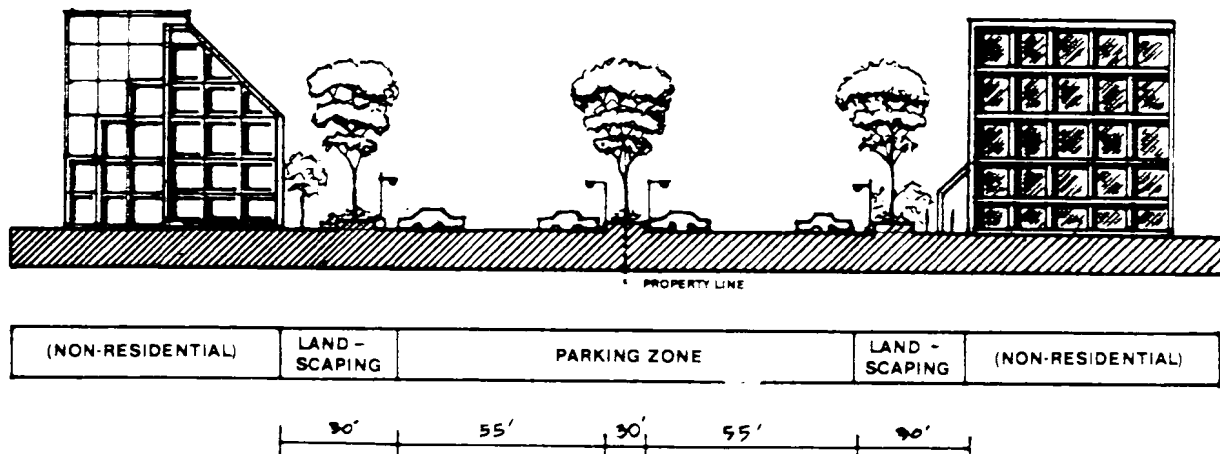
Lighting

In conjunction with noise and visual attenuation features, care shall be taken to preclude the nuisance conditions of headlight glare from the Interstate System (I-270).

NONRESIDENTIAL BUFFERS

GUIDELINES FOR LANDSCAPING BETWEEN COMMERCIAL/INDUSTRIAL BUILDINGS (Figure 4).

FIGURE 4



Landscaping

All commercial/industrial buildings will have a minimum landscape area of 30 feet wide around the building except for necessary access and loading areas.

Parking Lots

A continuous green edge with landscaping shall be maintained around the perimeter of the property to a depth of 15 feet.

Opacity

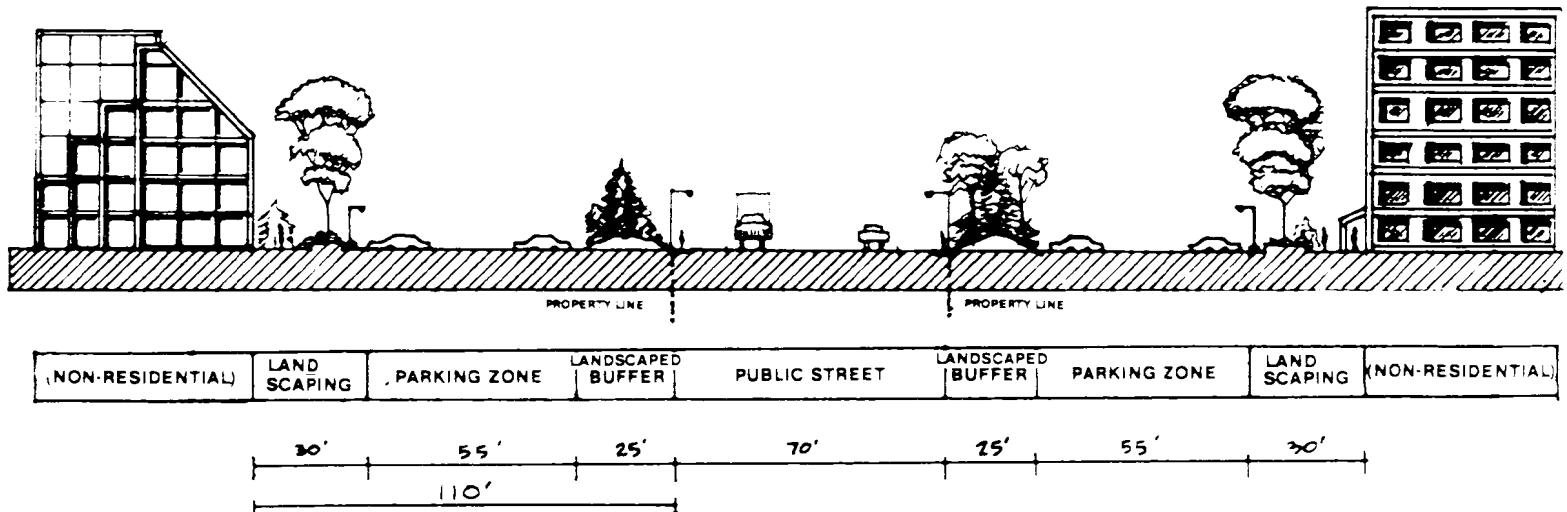
None required.

Other

The physical structure that houses the commercial/industrial activities also shall serve as a buffer between specific services and activities conducted on the premises and adjacent residential properties. All trash storage and pickup, deliveries, loading docks, service entrances, utility lines, cables, transformers, or equipment lockers shall be totally screened by the building(s) from adjacent residential properties and the public right of way.

GUIDELINES FOR LANDSCAPING BETWEEN NONRESIDENTIAL LAND AND PUBLIC STREETS
(Figure 5.)

FIGURE 5



* VARIES DEPENDING UPON USE OF COMPACT OR REGULAR SIZED PARKING SPACES.

Landscaping

All commercial/industrial buildings will have a minimum landscape area of 30 feet wide around the building except for necessary access and loading areas.

Parking Lot(s)

A continuous green edge with landscaping shall be maintained around the perimeter of the property to a depth of 25 feet.

Visual Green Edge

There shall be a continuous planting of evergreens and deciduous trees and low-growing shrubs accented by berms and other land forms to affect the following screening requirements.

Opacity: 85% at 0' to 4' above adjacent street grade

SPECIFIC LAND USE RECOMMENDATIONS

Land use recommendations for six parcels within the planning area and six parcels on the periphery of the planning area are presented and discussed below. The recommendations for parcels 4, 5, 6 and 13 differ from those recommended in the NPAC Report. The Planning Commission recognizes that the residents are very concerned about the impact the development of these vacant parcels will have on the presentation and stability of the neighborhood. These concerns and the land uses for these parcels will be discussed and decided as part of the Neighborhood Planning Process for Area 12. However, the underlying zone is P-90 and accomplishment of this objective would require further action by the City.

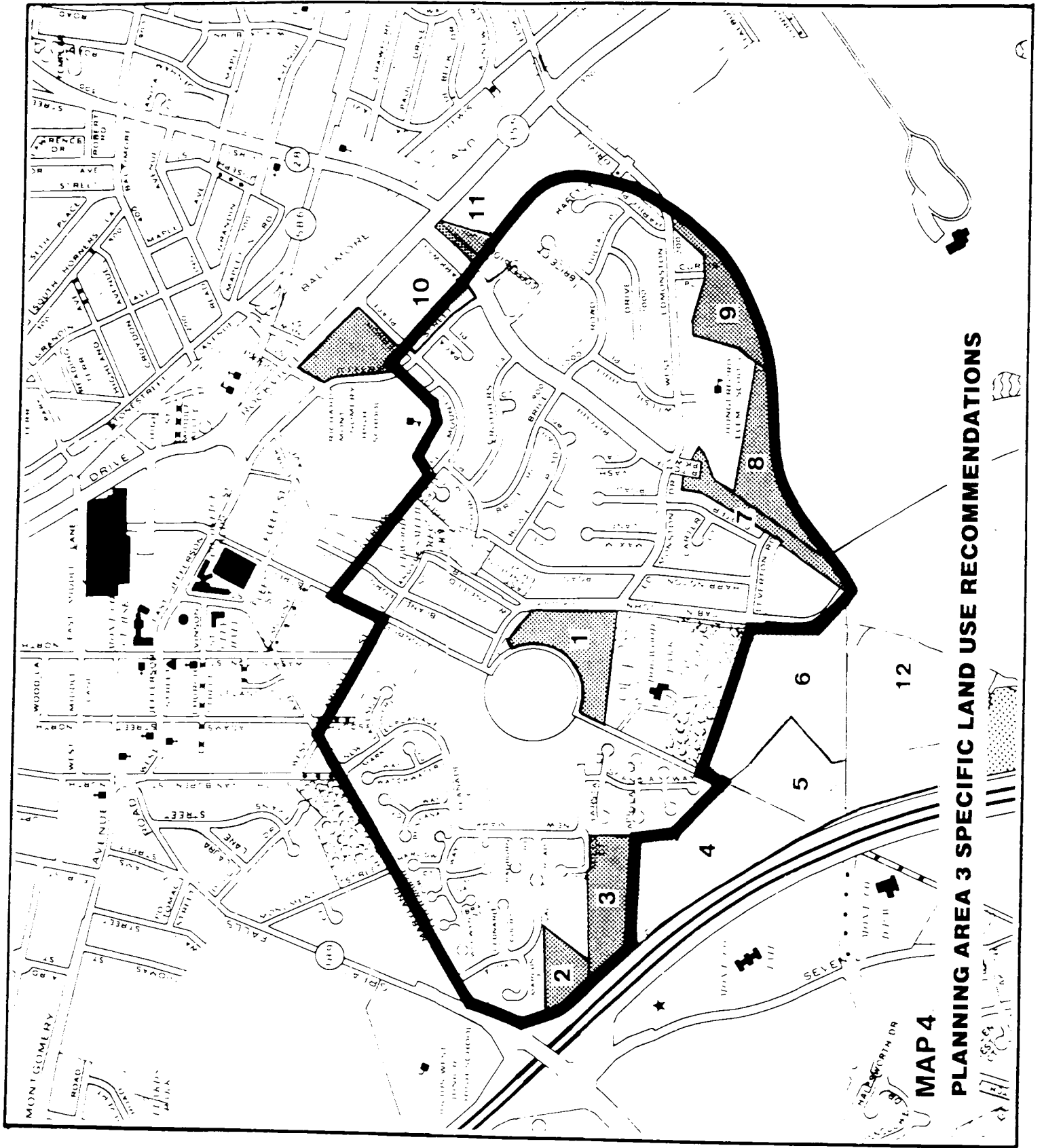
Parcel 1

This is a 9.7-acre parcel of land located adjacent to the Summit Apartments north of Dogwood Park. Cabin John Creek runs along the eastern edge of the property. This parcel should become part of the public open space and park system. A portion of the property is recommended for use as a stormwater management facility.

TABLE 2: Summary of Land Use and Zoning Recommendations

<u>Parcel</u>	<u>Existing Zoning</u>	<u>Proposed Zoning</u>	<u>Land Use Recommendation</u>
1	R-90	R-90	Recreation & Stormwater Management
2	R-90	R-90	Residential/Institutional
3	R-90	R-90	Residential Recreational, Educational or Community
7	See text for discussion		Recreation & Stormwater Management
8	R-60	R-60	Residential
9	R-60	R-60	Residential
*10	Proposed right of way for future Jefferson St.		Interim bike path and landscaping treatment
*11	C-2	C-2	Commercial
*12	O-1	O-1	Office
* 4	R-90	O-3	Restricted Office Park
* 5	R-S	O-3	
* 6	R-S	O-3	
*13	R-S	O-3	

*Peripheral Parcel



MAP 4

PLANNING AREA 3 SPECIFIC LAND USE RECOMMENDATIONS

Parcel 2

This is a 5-acre parcel of land, zoned residential, located adjacent to I-270. It is part of the Potomac Valley Nursing Home complex. A recent special exception Map to expand the nursing home complex with a 96-unit senior apartment building was denied by the City Board of Appeals as not in keeping with the character of the neighborhood (S-100-83 and S-101-83).

There may be appropriate institutional uses for this site compatible with the scale and residential character of the adjacent neighborhood. The buffering requirements set forth in this Plan for property adjacent to an interstate highway should also be met for institutional uses unless a suitable alternative can be recommended to the Planning Commission.

Parcel 3

This is a 9.8-acre parcel of land located immediately south of the Potomac Valley Nursing Home property (see parcel 2 above). This site is among the surplus elementary school sites deeded to the county for ultimate disposition.

The Oak Ridge Elementary School site will not be used for its original purpose.

This Plan recommends that the parcel be used for residential, educational, recreational or community purposes in order to protect and strengthen the residential character of Planning Area 3.

Parcels 4, 5, 6, and 12

These parcels jointly comprise approximately 200 acres of land and are situated immediately south and west of the planning area and north of proposed Ritchie Parkway with the exception of parcel 12. Interstate I-270 runs along the western edge of the site which is one of the few remaining large parcels of land available for development in the City. The subject parcels are in two ownerships. However, it is expected that one owner/-developer will emerge in the near future and pursue a development program for the entire complex, both north and south of Ritchie Parkway, as a single planned unit development.

Even though outside the boundaries of the study area, this plan embraces the concept of a unified development program for Planning Area 12. The NPAG Report on Planning Area 3 expressed preferred land uses for these parcels. The ultimate development of these properties will be resolved in the context of Planning Area 12 discussions.

Parcel 7

This is a 4.2-acre parcel of land located adjacent the Cabin John Creek Flood Plain. This parcel will not be developed because of its proximity to the flood plain. It should remain in its current use as open space. A bike path connecting new Ritchie Parkway to the neighborhood via this property is recommended.

Parcels 8 and 9

These two parcels border the closed Hungerford Park elementary school site. The construction of Ritchie Parkway will both isolate and make available this 12 acres of land for development.

This plan recommends that the parcels, if developed, should be residential. The buffering requirements set forth in this Plan for property adjacent to an arterial highway should also be met.

Parcel 10

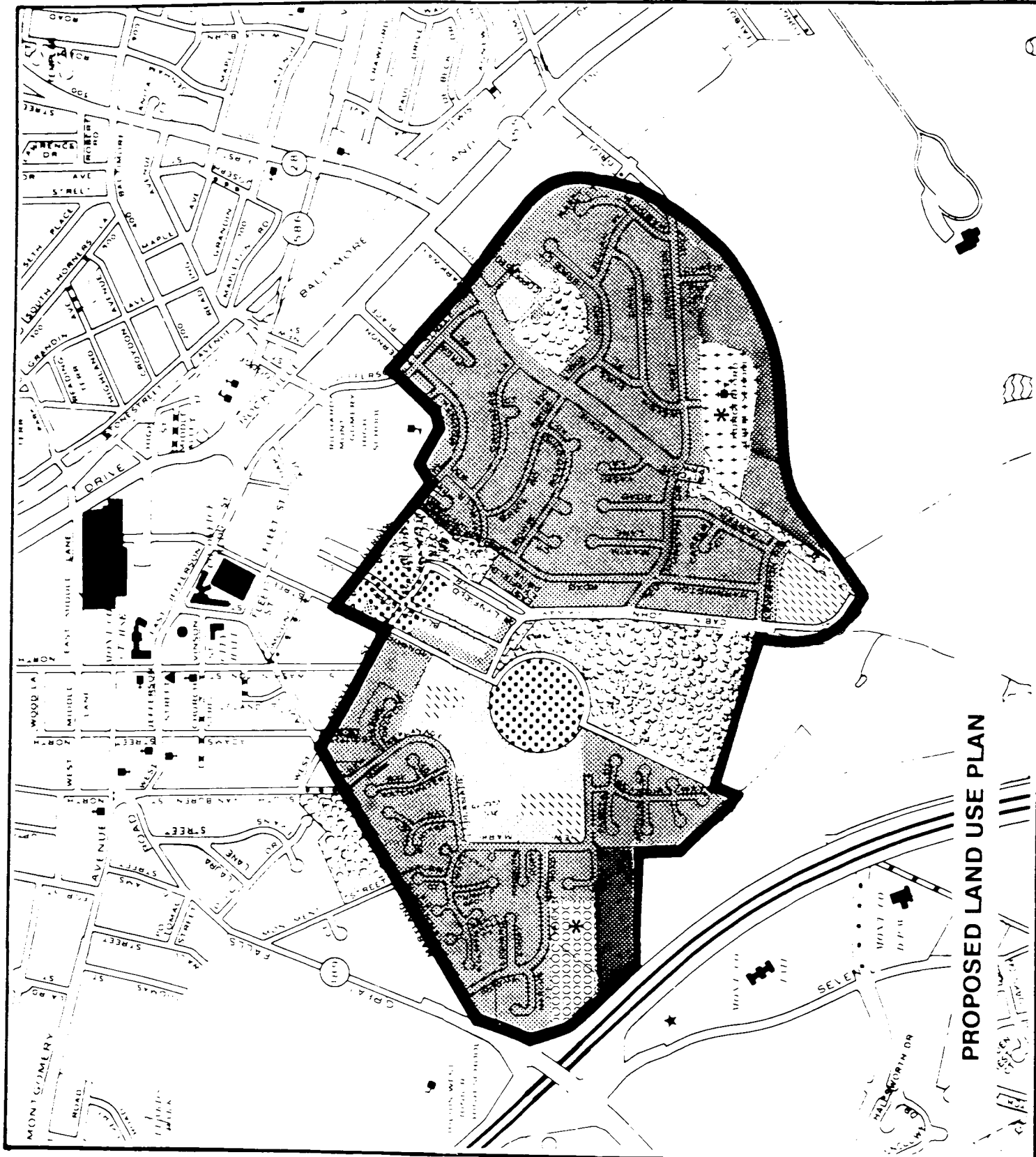
This parcel is the proposed right-of-way for future Jefferson Street between Richard Montgomery Drive and Old Ritchie Parkway. It is recommended that this area be subjected to landscaping treatment by the city to soften the negative effects of the shopping center immediately to the east. A bike path is also proposed as an interim measure pending construction of the street.

Parcel 11

This parcel is currently zoned C-2, General Commercial. If East Jefferson is to be extended, this plan calls for the abandonment of Old Ritchie Parkway between future Jefferson Street extended and Rockville Pike. Land so abandoned would revert to the adjoining property owners. This parcel should be developed for commercial (retail) purposes.

Jefferson Street would then be extended to intersect with New Fitchie Parkway as replacement access to the neighborhood assured.












Buffering as called for in the Town Center Plan would be required as part of any future development of this parcel.



PROPOSED LAND USE PLAN

MAP 5

LEGEND

-  General Commercial
-  Research Park (P.U.D.)
-  Single Family Detached
-  Single Family Attached
-  Multi-Family
-  Public Recreation (OPEN SPACE)
-  Private Recreation
-  Public Facilities
-  Institutional
-  Vacant
-  *



CIRCULATION AND TRANSPORTATION

INTRODUCTION

Transportation refers to the process of moving people and goods from one location to another plus the infrastructure necessary to accomplish this task. The Master Plan for the City of Rockville calls for a balanced transportation system. This idea has two separate but related objectives.

Balancing
accessibility
and environmental
protection

First, the City's transportation system strives to balance the competing goals of accessibility (provided by transportation) and environmental preservation or protection. Since the environmental decade of the seventies, there is an increasing awareness of the costs exacted to achieve accessibility, specifically in terms of air and noise pollution. Given this recognition, a balanced transportation system for Rockville has at its core the cellular concept.

As described in the Master Plan, the cellular concept is composed of two parts - a network of distributor roads plus designated environmental areas where the amount of traffic is limited by the needs of a particular area. Examples of environmental areas include residential neighborhoods, commercial areas, and industrial districts. Each environmental area has distinct service characteristics and transportation needs. The transportation characteristics of residential areas are discussed in this chapter. (See the Land Use Chapter for a discussion of transitions from one environmental area to another.)

Balancing types
of available
transportation
services and
types of trips

A more recent interpretation of a balanced transportation system is the idea that a transportation system should provide a range of transportation services in order to encourage efficient use of all transportation resources. Balance in this instance refers to a trade-off between the private automobile and non-auto modes, including buses, bikes and walking. To the extent non-auto alternatives are available and safe, people will be encouraged to use an appropriate mode of transportation depending on the function of the trip. For example, large tricycles with baskets on the back for grocery bags are functional for short trips to the grocery store. They not only provide exercise but also eliminate the

need to use a 4,000 pound car to fetch 10 pounds of groceries. Transportation System Management (TSM) is a recent transportation planning approach which incorporates this concept of balance. TSM does not signal the end of the American affair with the automobile as much as it recognizes a more mature perspective -- cars are appropriate for certain types of trips just as buses or bikes, mopeds, and jitneys are appropriate for different trips and walking is appropriate for other types of trips. Diversifying the choice of transportation modes not only improves transportation services for the non-driving population but also, to the extent less cars are on the road, allows for more efficient use of the highway infrastructure.

The development of a balanced transportation system in Rockville is in varying stages of completeness. The highway network and the design and implementation of the cellular concept are nearing completion. The provision of non-auto transportation modes, by contrast, is just beginning to be emphasized. The transition and evolution of the City's transportation system are reflected in the transportation and circulation patterns in Area 3.

DESCRIPTION OF THE TRANSPORTATION SYSTEM IN PLANNING AREA 3 (P.A.3)

The transportation system in Area 3 includes four basic elements: streets, public transportation, pedestrian paths and bike paths as discussed below.

Streets

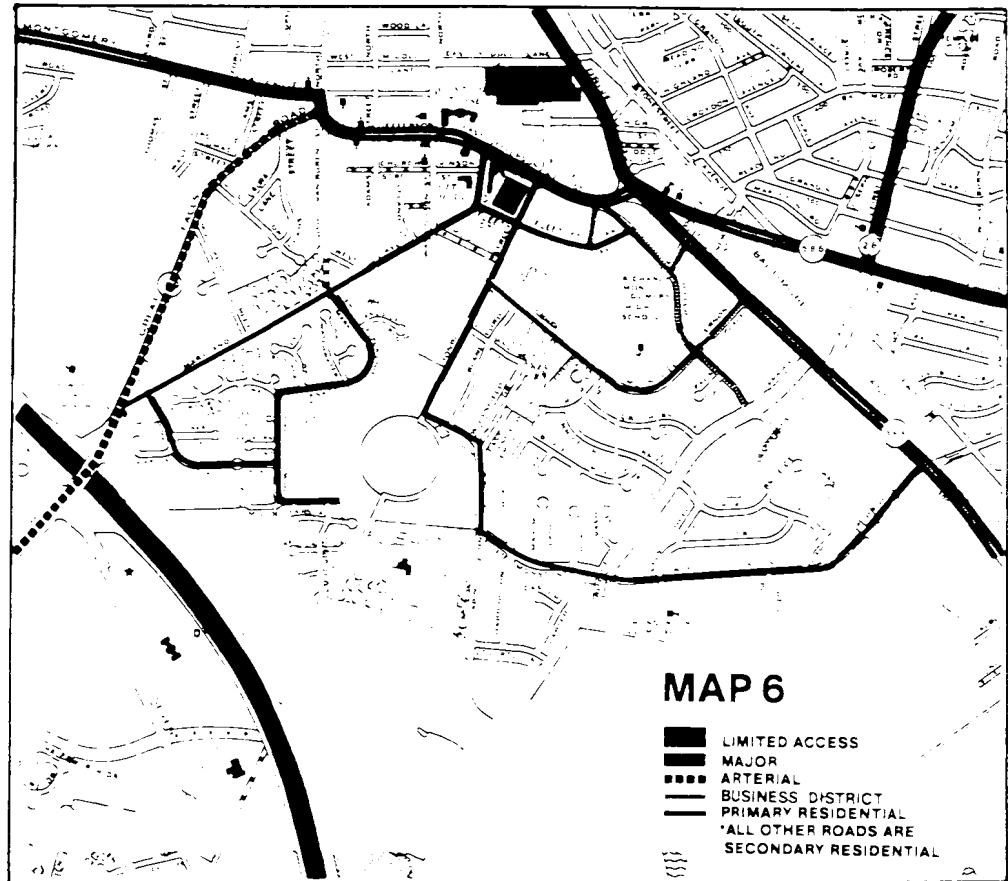
An important task in the implementation of the cellular concept is the classification of streets according to function and environmental area. In Rockville, streets are classified as major arterials, minor arterials, industrial, business, primary and secondary residential streets.

Map 6 illustrates the classification of streets in and around P.A. 3 and describes the characteristics for each class. A review of the Average Daily Traffic count for Planning Area streets (see Tables 3 and 4) suggests that most volumes are operating at average daily traffic volumes equal to their classification.

Bus Service

Public transportation for Planning Area 3 is provided at its perimeter along Rockville Pike and East Jefferson Street. A Ride-On route through

the Hungerford/Stoneridge neighborhood, serving the Rockville and Twinbrook stations commenced service in May, 1984.



STREET CLASSIFICATION

Arterial Roads

Any road which connects two or more federal, state, or county arterial roads and which will be used primarily for through traffic. The minimum right of way shall be at least 120 feet wide.

Primary Residential Road

Any road which serves or will be used as a principal outlet to a state road, business district road, or arterial road, from any existing or prospective residential development which may provide housing for 200 or more families. The minimum right of way shall be at least 70 feet; the paving shall be at least 36 feet wide.

Secondary Road

The minimum right of way shall be 60 feet, and the paving shall be at least 26 feet wide.

TABLE 4

AVERAGE DAILY WEEKDAY TRAFFIC (ADWT) SELECTED STREETS IN AREA 3
HUNGERFORD/STONERIDGE TRAFFIC, 1982

Roadway	Between	Proposed Class	ADWT
Rockville Pike	Rt. 28/Richard Montgomery Drive	M	38,100
Rockville Pike	Richard Montgomery Dr./Ritchie Pkwy	M	41,800
Rockville Pike	Ritchie Parkway/Edmonston Drive	M	43,900
Rockville Pike	South of Edmonston Drive	M	50,200
Edmonston Drive	Rockville Pike to Wintergreen Entrance	P	7,000
Edmonston Drive	Wintergreen Entrance to Hardy Place	P	4,100
Edmonston Drive	Hardy Place to (old) Ritchie Parkway	P	3,400
Edmonston Drive	(old) Ritchie Pkwy to Cabin John Pkwy	P	2,900
Cabin John Pkwy	Edmonston Drive to Monroe Street	P	2,500
Monroe Street	South of Cabin John Parkway	S	1,000
Monroe Street	Cabin John Parkway to Argyle Street	P	2,900
Monroe Street	Argyle Street to Mount Vernon Place	P	3,500
Monroe Street	Mount Vernon Place to Fleet Street	P	2,900
Monroe Street	North of Fleet Street	P	5,000
Argyle Street	West of Monroe Street	S	3,100
Argyle Street	East of Monroe Street	S	500
Fleet Street	West of Monroe Street	B	5,900
Fleet Street	East of Monroe Street	B	3,500
Mount Vernon Pl.	Monroe to Mercer Road	P	2,500
Mount Vernon Pl.	Monroe to Jefferson Street	P	2,400
Mount Vernon Pl.	Jefferson to Rockville Pike	P	2,900
Jefferson Street	North of Richard Montgomery Drive	B	5,000
Jefferson Street	R. Montgomery Dr. to Mt. Vernon Place	P	2,600
Jefferson Street	Mt. Vernon Place to Ritchie Parkway	P	1,600
Ritchie Parkway	Rockville Pike to Jefferson Street	P	2,700
Ritchie Parkway	Jefferson Street to Brice Road	S	1,400
Ritchie Parkway	Brice Road to Edmonston Drive	S	900
Brice Road	West of Ritchie Parkway	S	500
Brice Road	East of Ritchie Parkway	S	400
Hardy Place	North of Edmonston Drive	S	600

Abbreviations and ADWT Levels (maximum) used by the City Traffic Engineer.

S = Secondary Residential 2,500

P = Primary 10,000

B = Business 90% of intersection capacity

A = Arterial 90% of intersection capacity

M = Major 90% of intersection capacity

TABLE 5

NEW MARK COMMONS TRAFFIC, 1982

Roadway	Between	Proposed Class	ADWT
Falls Road	South of Maryland Avenue	M	16,400
Falls Road	North of Maryland Avenue	A	9,000
Maryland Avenue	Falls Road to Potomac Valley Road	A	8,100
Maryland Avenue	Potomac Valley Road to New Mark Esplanade	A	7,400
Maryland Avenue	New Mark Esplanade to Argyle Street	A	8,600
Maryland Avenue	Argyle Street to South Washington	A	6,400
Maryland Avenue	S. Washington Street to Fleet Street	B	5,900
Maryland Avenue	North of Fleet Street	B	4,800
Fleet Street	East of Maryland Avenue	B	5,900
Argyle Street	East of Maryland Avenue	S	2,800
New Mark Esplanade	Maryland to Watchwater Way	P	2,000
New Mark Esplanade	Watchwater Way to Welwyn Way	P	1,500
New Mark Esplanade	Welwyn Way to Potomac Road	P	1,000
New Mark Esplanade	South of Potomac Valley Road	S	800
Potomac Valley Rd.	New Mark Esplanade to Maryland Ave.	P	1,300

Abbreviations and Acceptable ADWT Levels (maximum)

S = Secondary Residential	2,500
P = Primary	10,000
B = Business District	90% of intersection capacity
A = Arterial	90% of intersection capacity
M = Major	90% of intersection capacity

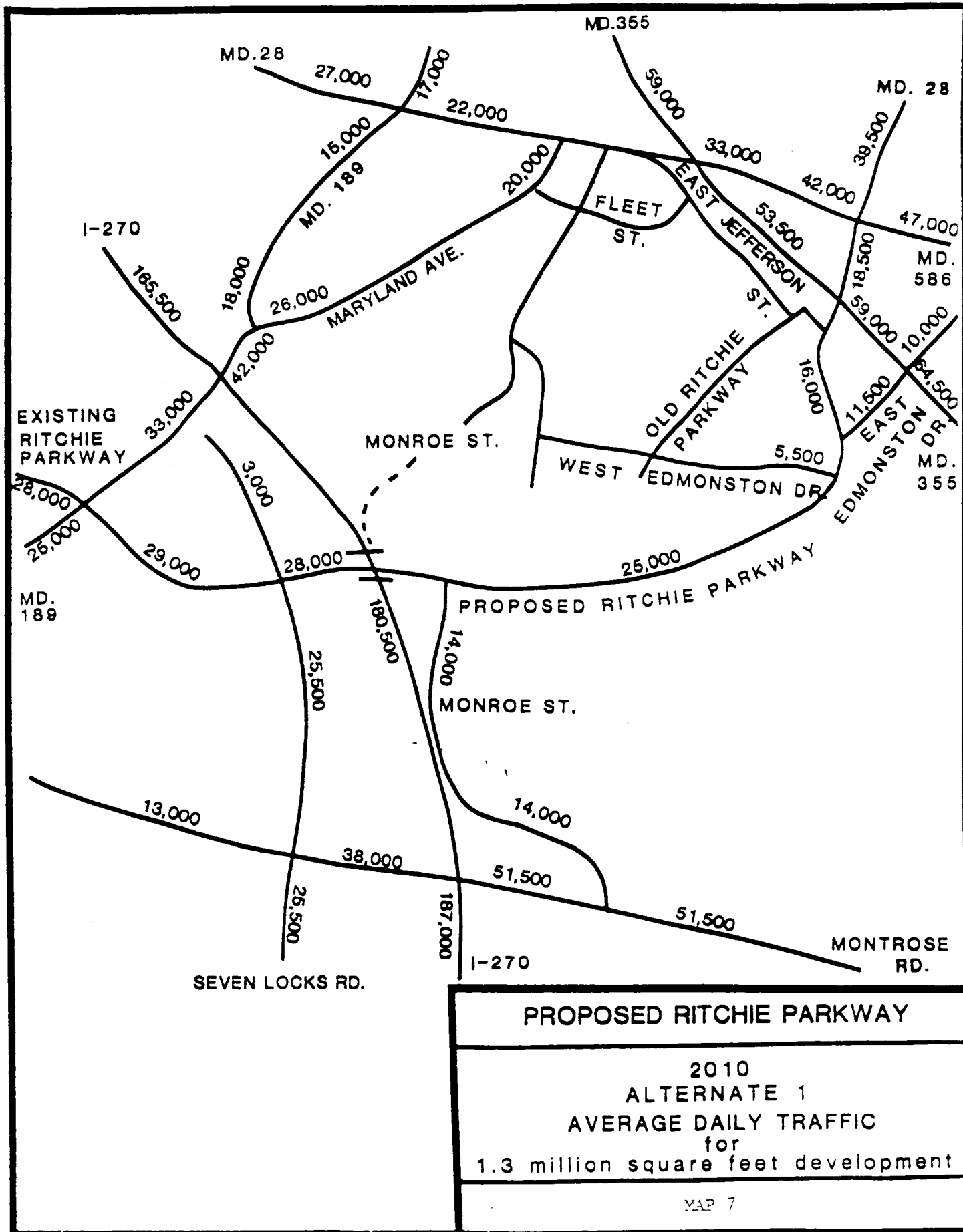
Bike Paths There are no official bike paths in the Planning Area. For the most part, secondary residential streets and some trails serve as bike paths for children riding to parks or schools.

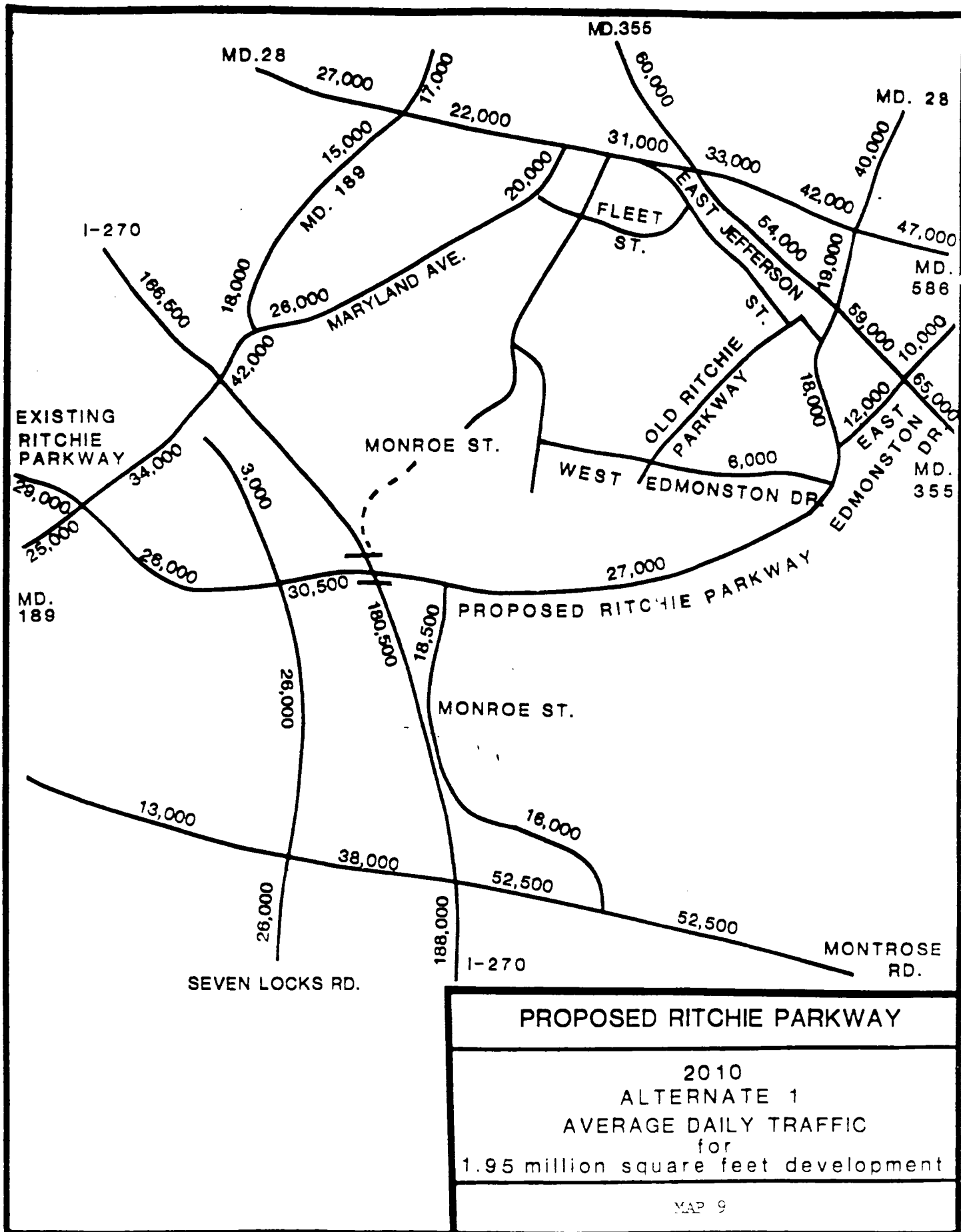
Pedestrian Paths As part of its development as a PRU, New Mark Commons has an extensive pedestrian path system providing access to the clubhouse as well as a pleasant recreation activity. There is a de facto pedestrian system in Hungerford/Stoneridge by virtue of sidewalks built along most streets.

TRAFFIC FORECASTS

The Environmental Assessment for Ritchie Parkway developed traffic forecasts for two development options and two traffic service options. One development option assumed 1.3 million square feet of development in Planning Area 12, the second assumed 1.95 million square feet of development. Traffic Service Option "1" proposes that Ritchie Parkway be two lanes in each direction and (East) Edmonston Drive one lane in each direction. Traffic Service Option "2W" proposes that Ritchie Parkway be two lanes in each direction and that (East) Edmonston Drive be two lanes westbound only. During the Planning Commission/Neighborhood Planning Advisory Group (NPAG) work sessions, members of the NPAG raised several questions about traffic service options proposed in the NPAG report which were not reviewed in detail as part of the Ritchie Parkway Environmental Assessment. The NPAG is very concerned about the effect of Traffic Service Options 1 and 2 on the operation of the intersections of West Edmonston Road and Rockville Pike. The NPAG is concerned that, after Ritchie Parkway is built, the section of existing West Edmonston Road between New Ritchie Parkway and Rockville Pike (referred to as East Edmonston) will be reclassified as a business district street. The reclassification would change current Average Daily Traffic guidelines of 10,000 cars per day to 90% of intersection capacity. In effect, an open-ended guideline would replace the existing finite guideline. The NPAG believes that the practical effect of increased traffic would be to further isolate Area 3.

The Neighborhood concerns are discussed in detail in the testimony submitted by Area 3 for the Ritchie Parkway hearing record. (See Attachment 1 for a copy of this testimony.) The average daily traffic forecasts for traffic service options 1 and 2w at 1.3 and 1.9 million square feet of development are presented in Maps 7, 8, 9, and 10.





ISSUES AND RECOMMENDATIONS

During the course of the NPAG's study of the planning area, a dominant issue surfaced to which this plan responds.

Major Issue

NEIGHBORHOOD TRAFFIC PATTERNS NEED TO BE STABILIZED AND CARE TAKEN TO PROTECT POINTS OF ACCESS TO THE NEIGHBORHOOD FROM THE NEGATIVE EFFECT OF NEW STREET CONSTRUCTION OR ALTERED TRAFFIC FLOW

This chapter summarizes the relevant issues and recommends policies, administrative actions and strategies to be taken that will strengthen the cellular concept and affirmatively respond to this dominant issue.

The NPAG's study of transportation and circulation services in Planning Area 3 revealed two concerns. The first dealt with the direct and indirect impacts of the two major highway construction projects planned for the perimeter of Area 2 -- the Falls Road Interchange and New Ritchie Parkway. In both cases, questions were raised about the short-term construction and the long-term traffic pattern impacts on the neighborhoods. Also, air quality and noise level issues were discussed.

The second concern is that neighborhood streets must be protected from cut-through vehicular and truck traffic and reserved for neighborhood purposes.

This plan focuses on the relevant issues for each concern and recommends policies, administrative actions, and strategies needed to complete the City's highway network while preserving the quality of life in the area by strengthening the concept of cellular streets.

Because of the concerns of existing residents over major highway projects programmed to be constructed adjacent to the Planning Area, the Commission will reexamine the influences of these projects on the planning area as part of the plan review process.

Residential development occurring in Area 12 north of Ritchie Parkway may only be accessed by the extension of Monroe Street and/or Cabin John Parkway from the north into the property. In no

event, will connection be permitted to Ritchie Parkway in order to prevent cut-through traffic into the Hungerford and New Mark Commons areas.

Issue THERE IS A NEED TO ADDRESS THE LONG-TERM ENVIRONMENTAL IMPACTS CREATED WHEN MAJOR HIGHWAY PROJECTS ARE BUILT.

Policy Environmental Impact Assessments in accordance with Federal, State or local agency standards and procedures, should be undertaken for major highway projects in the city in order to identify potential environmental impacts and recommend measures to ameliorate such impacts.

Action THIS PLAN RECOMMENDS that the City as a matter of course require environmental assessments in accordance with Federal, State or local agency standards and procedures, for all major highway construction projects. Prior to final action by the Mayor and Council, a public hearing should be held to obtain information to assist in the decision-making process. This plan emphasizes the need to seek out as much public input as possible prior to a final decision in order to identify impacts such projects may have on access and circulation within adjacent neighborhoods or changes resulting therefrom.

Issue THERE IS A NEED TO STRENGTHEN THE CELLULAR CONCEPT IN AREA 3. SPECIFICALLY, CUT-THROUGH TRAFFIC IS A PROBLEM ON MONROE STREET, CABIN JOHN PARKWAY, AND WEST EDMONSTON DRIVE.

Policy Establish strong neighborhood cells to discourage cut-through traffic throughout the city.

Action This plan recommends:

- o That Ritchie Parkway be constructed from Seven Locks Road to Rockville Pike to create a bypass of the congested Town Center streets, thereby removing some cut-through traffic from neighborhood streets. (See Map 11.)
- o That "T" intersections be constructed at neighborhood access points where appropriate in order to discourage non-neighborhood through traffic. Appropriate intersections include Ritchie Parkway and West Edmonston, Old Ritchie Parkway and Jefferson Street extended.

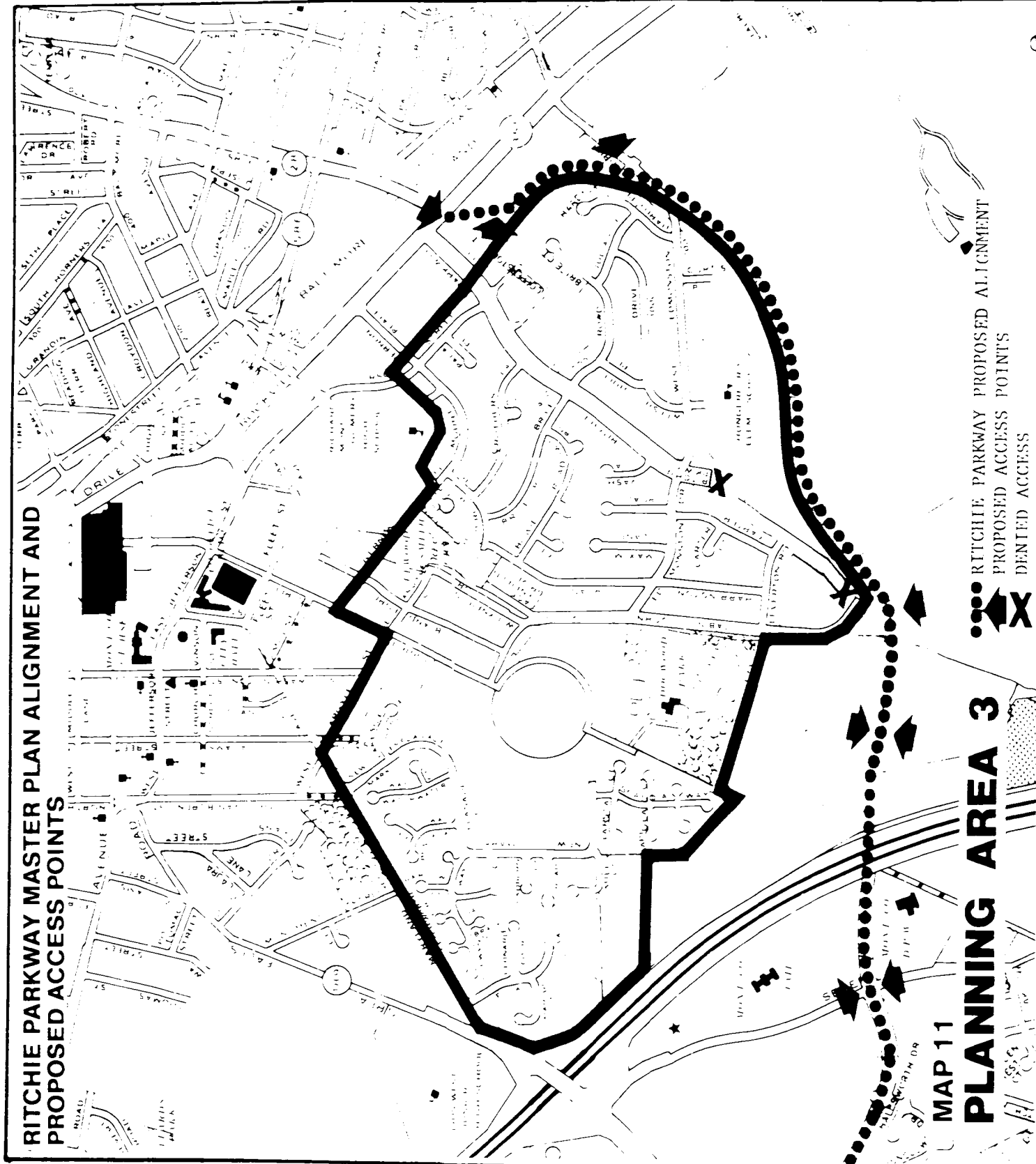
driveway, but to truly shift the right of way on secondary residential streets to neighborhood scale activities. Examples of neighborhood scale activities would be children walking or bicycling to parks or schools, or adults out for a stroll. The overall goal is not to usurp the right of the cars to the street but to increase safety for everyone.




Action

This plan recommends:

- o Education programs to shift perception of all streets as thoroughfares to recognize neighborhood streets as particular places or destinations - cable TV program possibility.
- o Encourage block parties and other events that develop street life.

**RITCHIE PARKWAY MASTER PLAN ALIGNMENT AND
PROPOSED ACCESS POINTS**



 RITCHIE PARKWAY PROPOSED ALIGNMENT
 PROPOSED ACCESS POINTS
 DENTED ACCESS

MAP 11
PLANNING AREA 3

COMMUNITY FACILITIES

INTRODUCTION

Community facilities refer to the land, buildings, and institutions that provide services, educational opportunities, and recreational facilities. A major function of community facilities is to provide public services to those citizens most in need. This is done by providing opportunities for service to others, opportunities and locations for social interaction, recreation and education; quiet places; open space and recreation and educational facilities.

The Master Plan for the City of Rockville focuses on parks and schools. Concerning parks, the Master Plan states that "a well rounded system of public parks and recreation areas requires a variety of facilities, including neighborhood playgrounds, communitywide major playfields, areas for the preservation of natural landscape, small urban parks and play areas, special use areas, and systems of walkways and bikeways which permit hiking and cycling free from the hazards of the automobile."

The Plan also states that bike-walkway links and mini parks are matters generally within the province of the neighborhood planning process.

Concerning the school system, the Master Plan strongly endorses the community school concept which encourages multiple, community-oriented use of school plants during non-instructional hours. The Plan recommends that:

"In the future the School Board should provide capital costs for design and construction for community use of schools... The prospect of more than doubling the hours of usage, quadrupling the percentage of the community's population served by a single structure and expanding the age range served by a factor of eight or more serves as its own recommendation and is strongly endorsed."

Besides providing for more efficient use of the public school facility, the community school concept also recognizes the central role the elementary school plays in neighborhood identity. With

the recent closing of elementary schools, neighborhoods have been searching not only for a new focal point but also for suitable uses for closed schools. Area 3 residents, who have had two elementary schools closed in the past ten years, have dealt very directly with this issue. This chapter describes the existing community facilities in Area 3, proposes recommendations for a walkway and bike system, and addresses the issue of closed schools.

DESCRIPTION OF COMMUNITY FACILITIES IN AREA 3

Existing Parks and Recreation Facilities

Public Facilities

Elwood Smith Park has 7.5 acres and is located south of Mount Vernon Avenue. The facilities include a parking lot, recreation center, toilets, ballfields, general playfields, tot and children's playgrounds, unlit basketball court, volleyball poles, tetherball poles, wooded trails and flower beds.

Dogwood Park serves as a major ballfield for the southern half of the City east of I-270. It has 24.9 acres and includes the following facilities: parking lot, gazebo, restrooms, water fountains, two ballfields, general playfields, tot and children's playgrounds, three lighted tennis courts, two lighted basketball courts, unlighted basketball courts, volleyball poles, tetherball poles, picnic area, and wooded trails.

Dawson Park is proposed for a five acre area adjacent to the historic Dawson farmhouses. This park is located in the stream valley adjacent to the restored victorian cottage which is privately owned.

Private Facilities

New Mark Commons has a clubhouse, tennis courts, and a pool.

The Hungerford Swim Club, located at the end of Cabin John Parkway, was granted a Special Exception on May 4, 1963.

Issue

Area 3 residents are fortunate to have well developed parks throughout the Planning Area which offer a variety of recreational opportunities. In light of the Master Plan's advice to leave the design of a park system to the neighborhood planning process, this chapter proposes the design of a park system for Area 3.

Oak Ridge
School Site

Oak Ridge School Site is a 9.8 acre parcel located south of New Mark Commons next to 1-271. Montgomery County Public Schools recently transferred this land to the county, which is considering combining this site with the county owned vacant parcel to the south and selling the land. (See Land Use Chapter page 2-16.)

ISSUES AND RECOMMENDATIONS

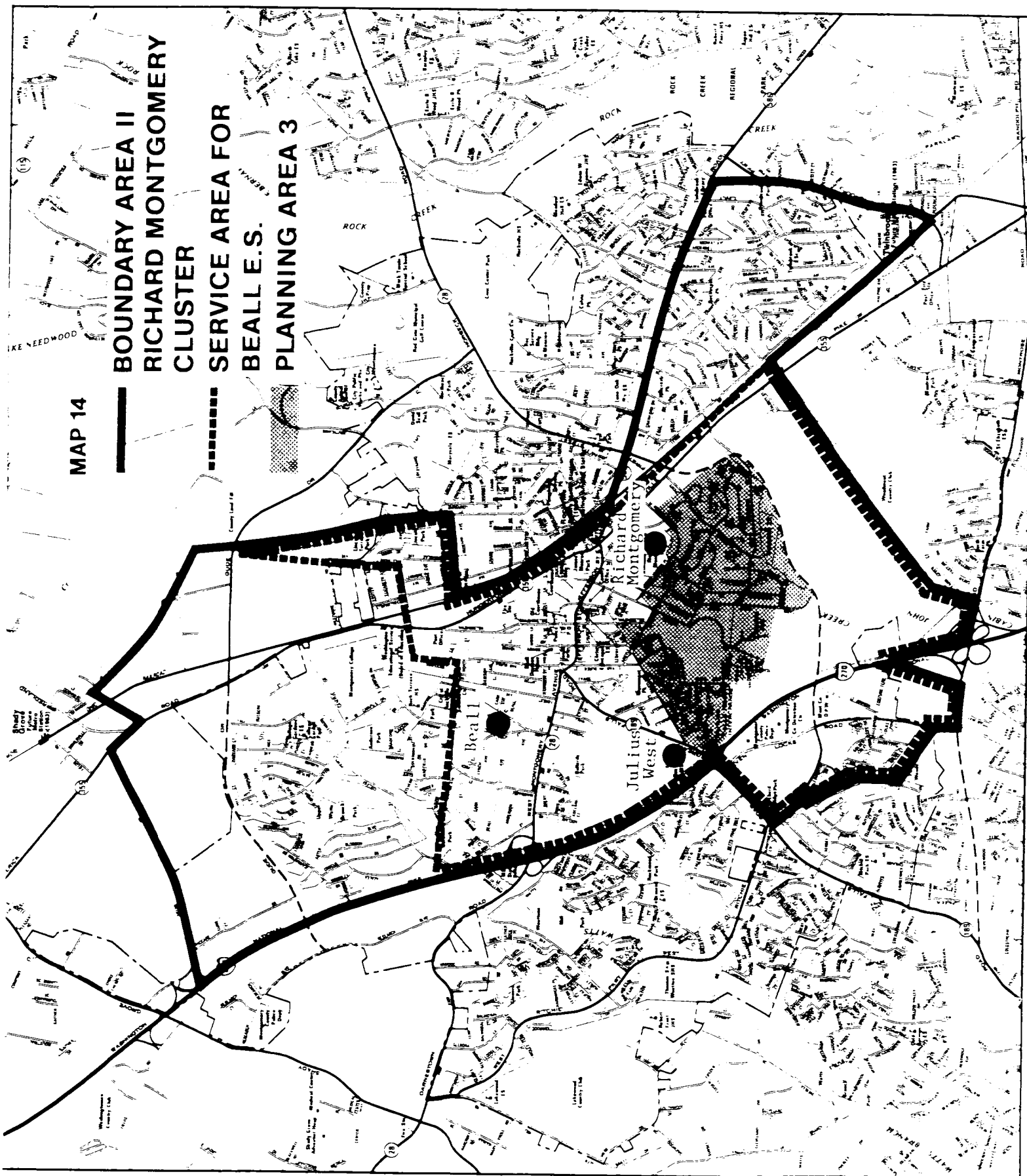
In Area 3, schools have contributed to the quality of life in the following ways:

1. They educate children.
2. They serve as a center for community activities for children and their families. This creates a "melting pot" for communities such as Area 3 that have a variety of socioeconomic and ethnic backgrounds.
3. They serve as open space in residential areas.
4. They provide recreational facilities for neighborhood residents.
5. They help to maintain the social and economic stability of the neighborhood.
6. They serve to attract new families and stabilize the residential population.

During the past year, residents have addressed the following issues relating to schools in Area 3:

- o The unexpected closing of Hungerford Park School and the proposal to redraw the boundaries for Richard Montgomery High School have disrupted the stability of the neighborhood. Protection from further disruption is needed.
- o Hungerford Park School was closed in June 1982, leaving the planning area without an elementary school. Moreover, at the same time Hungerford School was closed, Lone Oak and Congressional Elementary Schools in neighborhoods contiguous to Planning Area 3 were also closed, thus leaving the entire southwestern part of the city without an

BOUNDARY AREA II
RICHARD MONTGOMERY
CLUSTER
SERVICE AREA FOR
BEALL E.S.
PLANNING AREA 3



elementary school. This action was taken despite the fact that the Hungerford Park enrollment was 340 students and the utilization rate was 77.5%. This rate was well above the 70% standard used by the Board of Education to determine underutilization.

Policy: High schools, middle schools and elementary schools are central to neighborhood planning stability and identity. Efforts should be made to keep Area 3 schools open. In the event schools are closed, the noneducational contributions schools make to the community should be maintained. If, feasible, closed schools should be reopened.

Action: The boundaries for the Richard Montgomery Cluster currently in effect should remain intact unless creative alternatives are developed which assure the continued vitality of Richard Montgomery High School.

Action: The reopening of Hungerford Park School should be brought before the Board of Education at every appropriate opportunity and should be considered in the annual update of the 15-Year Master Plan. Hungerford Park should be preserved in good physical condition pending such reevaluation.

Ownership of Hungerford Park should remain under Montgomery County. Access to the school will be limited to the current access from West Edmonston Drive, and no access will be permitted from the proposed New Ritchie Parkway.

Action: There should be a coordinated effort between the Planning Commission and the Education Commission to formulate a school facilities planning policy and strategy directed toward achieving parity and excellence among all school facilities serving Rockville and its residents.

Issues: ACCEPTABLE REUSES FOR SURPLUSSED SCHOOLS AND SCHOOL SITES

Policy: ALL PROPERTIES IN THE PLANNING AREA THAT ARE CURRENTLY MCPS OWNED, PREVIOUSLY MCPS OWNED OR ORIGINALLY PLANNED FOR MCPS USE, IDEALLY SHOULD BE USED FOR EDUCATIONAL, RECREATIONAL OR COMMUNITY PURPOSES. IF THESE USES ARE NOT POSSIBLE, ONLY USES WHICH SUPPORT OR ENHANCE THE RESIDENTIAL CHARACTER OF THE COMMUNITY SHOULD BE PERMITTED.

Action:

THE FOLLOWING CLASSIFICATION OF USES SHOULD BE ADOPTED AS GUIDELINES FOR FINDING SUITABLE USES AND REUSES FOR SCHOOL BUILDINGS AND SITES.

Examples of Positive Types of Uses:

Nursery School	Boy/Girls Clubs
Private School	Community Library
Special Education School	
Community Center	
Satellite Center for University Classes	
Senior Citizens Center	
Park and Recreation Center	

Examples of Acceptable Uses:

Churches, Synagogues, and Other Places of Worship
Local Government Storage
Government Offices not Dealing Directly with the Public
Museum
Housing for the Elderly and Physically Handicapped (only in undeveloped school sites)
Exhibit Space (no sales)

Examples of Unacceptable Uses:

Medical Clinics
General Retail or Commercial Activity
Banking
Taverns and Night Clubs
Automotive Services and Uses
Manufacturing and Processing
Industrial Uses

OTHER COMMUNITY FACILITIES

In addition to the social services and recreation programs provided by the City and County governments, the Planning Area has the following social service organizations.

Stepping Stones

Stepping Stones is a shelter providing temporary housing to homeless people in need of emergency housing due to fire, loss of job, eviction, monetary difficulties, scarcity of low income rentals, family conflicts or other personal crises or tragedies. In addition to shelter, Stepping Stones provides food and clothing in a caring and supportive environment which fosters a concept of self-help.

Manna Food Center

The Center, which opened in May 1964 at Hungerford Elementary School, solicits and stores surplus foodstuffs and distributes them, without charge, to qualified nonprofit organizations that provide food to needy clients. The organizations include HELP, FISH, Community Ministry, Catholic Charities, Jewish Social Services, Second Genesis and many churches.

HOUSING

INTRODUCTION

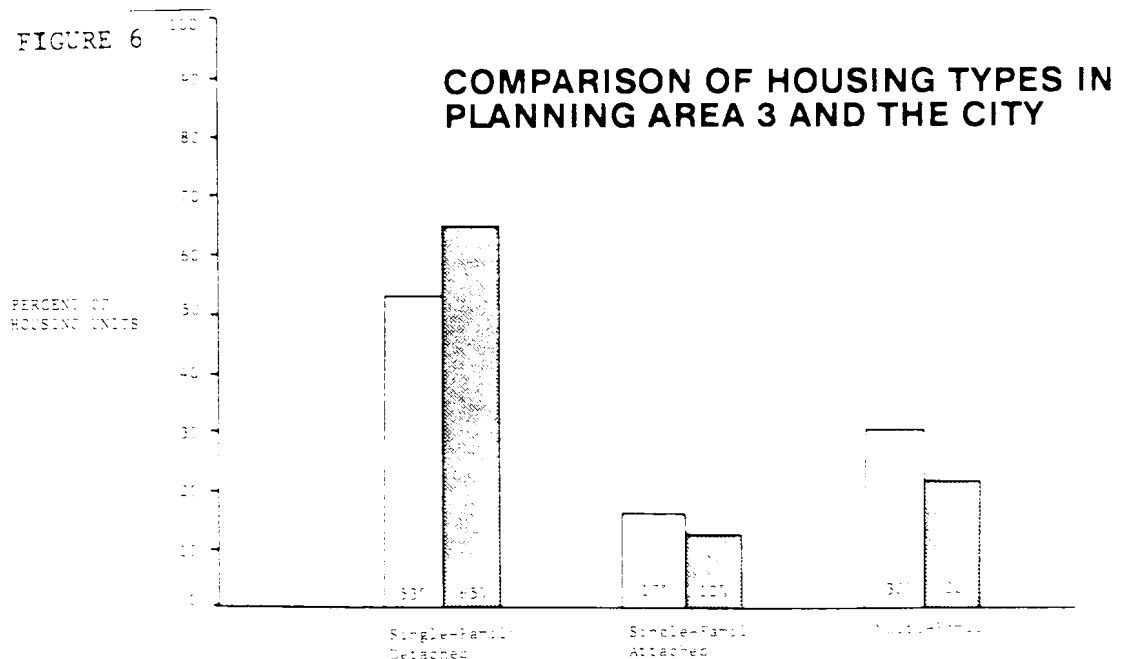
The age, condition, type and cost of housing play an important role in defining the character of a neighborhood. Housing in the Planning Area includes old and new homes, single family, duplexes, townhouses and apartment units, covering a range of prices and ages. The variety of housing available mirrors the diversity of the Planning Area.

Existing Conditions

Built in 1952 and 1953, the oldest homes in the Planning Area 3 are duplexes, the Blandford apartments and the houses on Blandford Drive. Hungerford-Stoneridge, from Cabin John Parkway to Julian Place and from Mount Vernon Place to Woodmont Country Club, was developed in sections from 1954 to 1964. New Mark Commons' houses were built in the 1970s. The newest homes in the Planning Area are the townhouses located in New Mark Esplanade, Brice Court, Hardy Place, Julian Place, and Jefferson Square. A major asset of the Planning Area is that all of the housing, regardless of age, are in good condition.

There are 964 residential structures in the Planning Area including 877 single family houses, 42 townhouse rows, 23 duplexes, and 22 apartment buildings. There are 1,651 housing units in the Planning Area including 877 single family homes, 225 townhouses, 46 duplexes, and 492 apartments. Figure 2 compares the housing types in the Planning Area and the City.

FIGURE 6



Turnover Rate

The turnover rate in the Planning Area has declined dramatically in the 9-year period 1972 through 1983, from a high in 1972 of 10.4 percent to a low in 1983 of 4 percent. The City of Rockville also had a turnover rate of 4 percent in 1983. As Table 7 shows, the decline in turnover rate in the Planning Area seems to be a reflection on neighborhood stabilization during this period.

Table 7

TURNOVER RATE FOR PLANNING AREA 3 AND ROCKVILLE (IN PERCENT)

<u>Year</u>	<u>Planning Area 3</u>	<u>City*</u>
1972	10	N/A
1973	10	N/A
1974	4.5	N/A
1975	4	N/A
1976	6.9	N/A
1977	7	5
1978	7	5.7
1979	7.6	6.5
1980	2	5.7
1981	2	4
1982	5	3
1983	4	4

*City data not available prior to 1977.

Sale Prices

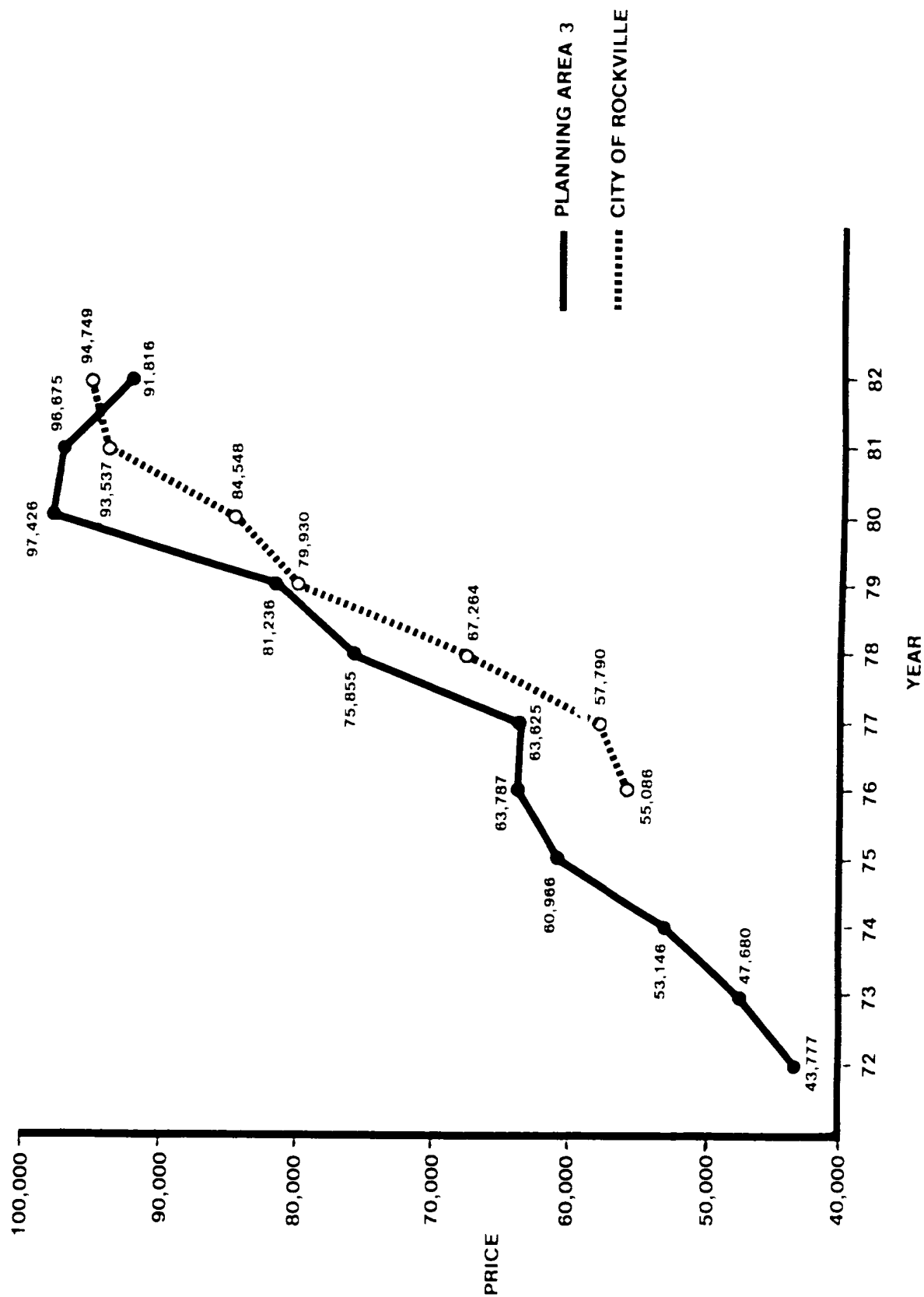
The sale price is one indicator of the value of the housing stock. Sale prices in the Planning Area vary significantly due to the range of housing types available. Comparing the average sales price for the Planning Area to the average sales price for the City over the past ten years indicates that the Planning Area has had slightly higher prices than the City except for the first six months of 1982. A comparison of sale prices by housing types in the Area and the City are:

	<u>Planning Area</u>	<u>City</u>
Duplex	\$ 58,900	\$ 71,726
Townhouse	102,350	105,302
SFD	91,360	95,800

These prices are based on housing sale prices from January to December 1983.

FIGURE 7

AVERAGE SALES PRICE 1972-1982



Rents

The Planning Area provides 86% of the City's low priced multi-family rental housing units, 15% of the City's multi-family rental housing stock and 15% of the City's single-family attached housing units. Rents for multi-family units in Area 3 are under \$400; 97% of the rents are \$350 or less.

PROPOSED HOUSING PLAN

Policy:

Maintaining the current mix of housing types, prices and ownership options would not only help preserve the social and economic diversity in the Planning Area, but also would support the Master Plan recommendation to assure "that a wide range of choices in dwelling unit type, cost and living environment will be available in suitable measure."

Action:

The diversity of housing choices in Area 3, including low-priced, multi-family rental units, should be maintained.

Maintenance and preservation of the Planning Area's housing stock depends on a strong housing code enforcement program. Multi-family units, where the responsibility for upkeep and maintenance is divided among owners, service contractors and residents, and rental units, where lack of a vested interest may discourage adequate attention, require special attention.

Policy

THE HOUSING STOCK SHOULD BE MAINTAINED TO STANDARDS ESTABLISHED BY THE HOUSING CODE

Action

THE CITY SHOULD CONTINUE TO PROVIDE:

- A strong code enforcement program to assure maintenance of housing stock.
- Make available combined city resources to assist low and moderate income residents to maintain decent, livable shelter.
- Look to innovative housing programs to protect the existing renter and provide new opportunities for home ownership.

ATTACHMENT 1
HAND DELIVERED

OCT 19 1984

October 17, 1984

PUBLIC WORKS DEPT.

Mayor and Council
City of Rockville
City Hall
Rockville, Maryland 20850

Dear Mr. Mayor and Council Members:

The purpose of this letter is to document for the record information on the September 25, 1984 Public Hearing on Location and Design of Ritchie Parkway: Positions of Neighborhood Planning Advisory Group (NPAG) for Planning Area 3.

I. General Comments

According to the Master Plan alignment, Ritchie Parkway will have its most direct and by far the heaviest impact on the Hungerford Stoneridge Subdivision. The road surface along some parts of the highway is realistically estimated to be in the range of 50 to 60 feet from the homes (not the property line) of some of the residents of our neighborhood. Before going into specific points that need to be addressed and providing the NPAG position on them, we would like to make some general statements about the Report of the Area 3 NPAG, the subsequent Preliminary Draft Plan for Area 3 and the Environmental Assessment for Ritchie Parkway. The NPAG recognized more than one and a half years ago that the Ritchie Parkway project would need much discussion and careful planning before its final design and location were completed. In our report of August, 1983, we offered some initial recommendations and purposely refrained from going into the detail we felt was necessary to cover all of the many aspects of the project. As it turned out we were laboring under the false notion that we would have time to work on more details during the planned work sessions with the Planning Commission. The work sessions have been disappointing to say the least! Not only have we not been able to get into more detail regarding Ritchie Parkway, but the Preliminary Draft Plan which the Planning Commission has referred out contains even less detail than our report. In fact it contains only 6 pages of text, half of which deal with a description, in the most general terms, of what the "ideal" neighborhood should be. In addition, as it became clear that the Environmental Assessment was moving along and the NPAG was being put on the City's back burner, we strove unsuccessfully to get some discussion of the details with the City's traffic engineer and/or the City's Traffic and Transportation Commission.

As regards the Environmental Assessment for Ritchie Parkway, it is a most subjective document which represents the City's effort to go through the motions to fulfill the minimum requirements of the law. To in any way put forth the idea that it is an objective, scientifically accurate, reliable document borders on the ridiculous. It is replete with biased opinion, ambiguities and unsupported conclusions. Unfortunately it has become the basis for the traffic and transportation section of the Area 3 Preliminary Draft Plan which was put together by the City's Planning Department. In support of the above comments I submit the following items:

II. Access Points in the Area of the Intersecting of Ritchie Parkway with West Edmonston Drive, Old Ritchie Parkway and Rockville Pike.

Area 3 residents currently have access to and from Rockville Pike at three locations - Mt. Vernon Place, Old Ritchie Parkway and West Edmonston Drive. With the proposed alignment shown in the Environmental Assessment for Ritchie Parkway, two of the three points will be modified with the result that the neighborhood will be cut off from Rockville Pike. This is a situation analogous to that of the Lincoln Park neighborhood and represents an expected proposal by the current City government that has a record of favoring and supporting choices that are beneficial to the business community rather than the residential community. The reason put forth by the City for this alignment is that it will discourage cut-through traffic in Area 3. Its impact on cut-through traffic will be negligible in the face of the poor levels of service projected at intersections in the area. The real reason the City wants this alignment is to separate the stretch of road designated in the EA as East Edmonston from West Edmonston. In doing this the City will then be able to take the position that this portion of road is now a commercial roadway and the residents of Area 3 will have little or no input on problems that involve this access point to the neighborhood.

In support of the above scenario one only needs to look at the section of West Edmonston Drive that extends for 200 yards to the west of Rockville Pike as it exists today. There are six or seven driveway cuts in the roadway. One of them serves as a major access point for the Wintergreen Shopping Center. Since the completion of the shopping center there has been a sharp rise in traffic on West Edmonston Drive and an accompanying increase in traffic accidents in that area. The driveway serving the shopping center is used as an access point for all manner of heavy trucks making deliveries to the stores in the center.

A second driveway cut is on the order of 50 feet from the West Edmonston - Rockville Pike intersection and is used by vehicles turning left from West Edmonston Drive into the parking lot in front of the Tenley Building. This driveway has existed for years and apparently was not a heavy contributor to accidents in the area. However, with the increased traffic brought on by the Wintergreen Plaza, the situation has become extremely hazardous.

The net result of the increased traffic and the lack of any attempt to change the status quo with respect to traffic flow (thus accommodating the merchants on Rockville Pike) is that our residents are increasingly exposed to hazardous conditions as well as severely restricting their access to Rockville Pike. For emphasis we would add once again that this is the situation as it exists today and for which the City is unable to come up with a solution. We add this last comment because we have mentioned these problems to the City. We have suggested the possibility that the City could correct traffic patterns by some alterations in the area. Nothing has happened!

We can now consider what will happen to this area when Ritchie Parkway is added to the traffic pattern. Ritchie Parkway will eliminate direct access to Rockville Pike so that Area 3 residents will have to get on Ritchie Parkway then get off again to get to "East Edmonston Drive" before getting to Rockville Pike. We now also have the situation described above except that significantly more traffic will be added from vehicles coming from Ritchie Parkway. Traffic use for the "East Edmonston" section of roadway in 1982 was 7,000 ADWT; as a primary roadway the maximum acceptable ADWT is 10,000. Over the past two years we are sure the ADWT has risen above 7,000. It is virtually certain that once Ritchie Parkway is in place, the ADWT will far exceed the acceptable limit. When this happens the residents of the neighborhood will, for all practical purposes, be cut off from Rockville Pike.

We suggested that the State Highway Administration consider several alignments for Ritchie Parkway (included in our report). We thought that this was essential so that some of these problems would be solved before the design became final. All were rejected without any supporting details or documentation.

In light of these events we are hereby recommending that alternate 4 in Figure 10 of the Environmental Assessment is the one that should be used. It will achieve the goal of ameliorating the impact of Ritchie Parkway on our neighborhood. It will permit adequate space for buffering that is acceptable. It will prevent cut-through traffic in our neighborhood. It will provide a realistic pairwise (with old Ritchie Parkway) access to Rockville Pike that will minimize the isolating effects of options 1 and 2W offered at the Location and Design Hearing.

As for the old Ritchie Parkway access points to Rockville Pike, it is clear that the proposed alignment of Ritchie Parkway will restrict access to Rockville Pike at this site also. Residents of Area 3 will have to contend with the increased traffic on the new roadway in order to get to Rockville Pike. The Environmental Assessment does not address the impact of this site in any detail. Of equal concern is the opportunity for cut-through traffic along East Jefferson Street that will be created by the alignment at Old Ritchie and New Ritchie Parkways. This too is unaddressed.

III. The Adequacy of Buffering Along Ritchie Parkway

The NPAG Area 3 Report as well as the Preliminary Draft Plan for Area 3 recommended that detailed specifications and strong unambiguous language be established as part of a new city ordinance be adopted. This ordinance would ensure that residents have protection against the adverse effects of commercial development and/or transportation projects. For want of this type of an ordinance the residents along the back of Wintergreen Shopping Center have been subjected to unbuffered effects from the daily operation of the commercial establishments in the center. We now strongly encourage the adoption of this type of protective ordinance as a first priority before any further

large scale projects are permitted in the city. If indeed the objective of the Master Plan is to make Rockville the best residential community possible this is a must and is owed to the citizens of Rockville.

We offer the following points in support of our position on alterate 4 traffic option in Figure 10 of the Environmental Assessment. First, the right of way in the area behing Wintergreen Shopping Center and the residences along Hardy Place does not offer enough room to provide for adequate buffering of the residences if a 4 lane highway is placed there. That is the reason for our recommendation for 2 lanes for this section of the highway. The solution to the buffering problem offered in the Environmental Assessment is to construct a 12 foot high barrier along the edge of the highway in this area. This is an unacceptable proposal. Why should our community be so defaced? It is now obvious that the most recent strategy of the City is to "divide and conquer." As stated by Mrs. Barnett's letter to the Mayor dated October 12, 1984, the "issues concerning adequate buffering of existing residential properties will be resolved at the detailed design stage in accordance with the objectives of the City and the residents directly affected." We as volunteers who worked for more than two years in good faith take this as an insult, and as residents of the same community ask why the City thinks that the type of buffering devices used will affect only the residents directly adjacent to the highway? The whole character of the neighborhood will be affected by construction of 12 foot high barriers on its periphery.

IV. Traffic Generation by the Development of the Westmont Tract

It must first be stated that the Environmental Assessment is incomplete and inadequately addresses the generation of traffic by the "worst case" proposed development for the Westmont property, i.e., 2.5 million square feet of office space. Assuming that this amount of development becomes a reality there is the potential for attracting 8,000 to 10,000 vehicles to the Westmont site. This is based on the assumption of the 4,000 to 5,000 jobs figure used by the County government, which will become available upon developing about one-half of the space for the EDS Corporation; and the realistic assumption that public transportation will not have any significant impact due to the type of employees hired and the lack of cost incentive to use public transportation. This last point was also recently raised by the president of Microbiological Associates as a concern that might rule against that company's participation in the "bio tech" park at Shady Grove. With access to Ritchie Parkway this type of development will for all practical purposes negate the goals of improving traffic flow and providing easy access to Rockville Pike for the City's residents west of I270. It is obvious that the traffic figures can be manipulated in many ways by modification of the assumptions upon which they are based. It is also obvious that they are subject to

wide variability and margins of error. Essentially they are at best very unreliable estimates. However, common sense dictates that much more traffic will exist in the southern part of the City and that if Westmont is developed commercially it will generate a great deal more traffic. In this case we see Ritchie Parkway as becoming a "parking lot" rather than the east/west arterial that is envisioned in the City's Master Plan.

Given the incompleteness and inadequacy of the Environmental Assessment, it is obvious that the impacts portrayed are understated and in no way reflect a realistic picture of what will happen when Ritchie Parkway is constructed. The NPAG for Area 3 therefore strongly urges the City to take the time to do a complete and honest evaluation of the impacts of Ritchie Parkway on our neighborhood, especially the buffering and traffic options at access points along the highway. We cannot support construction of Ritchie Parkway if it is based on the present superficial assessment of the impacts on our neighborhood.

Sincerely yours,



Anthony R. Kalica
Chairman, Neighborhood Planning
Advisory Group for Area 3

cc: Leah Barnett, Chairperson,
Planning Commission
Mr. Morningstar

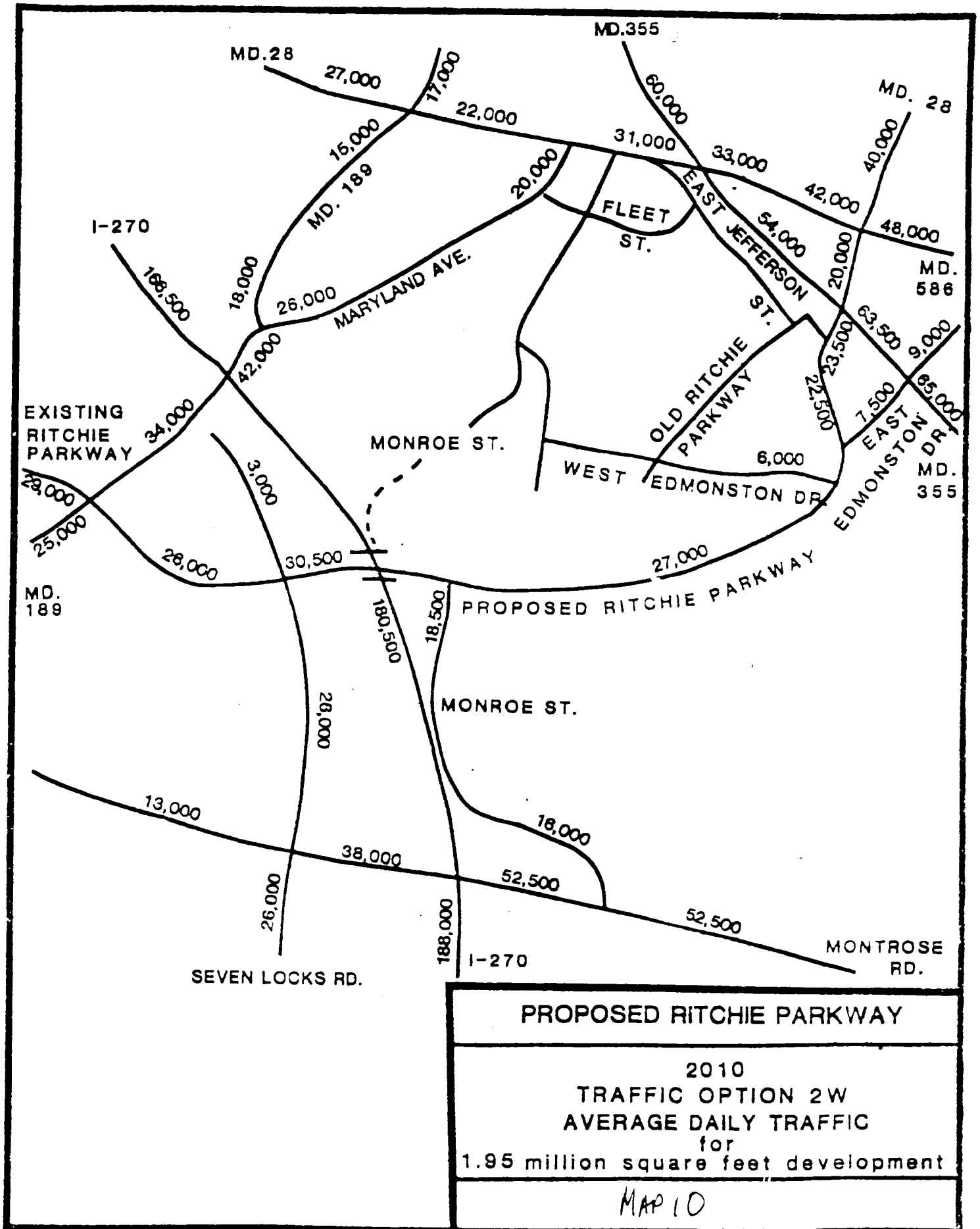
cc. Mike DAVIS

Sue RICHARDS

Jim HELM

JOE CUTRO

ATTACHMENT 2



CREDITS

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